2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

95

Washington County
City of Bristol
Town of Abingdon
Town of Damascus
Town of Glade Spring

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Was	hington I	Maintena	nce Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW	Year
			 ·	3		2Axle	3+Axle	1Trail	2Trail		Factor		Factor			
City of Bristol				From:		S	tate St									
11 Euclid Ave	0.75	15000	G	98%	0%	0%	0%	1%	0%	С	0.085	F	0.525	16000	G	2003
~				To: From:			ance St									
[11] Euclid Ave	0.19	18000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.562	19000	G	2003
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~				From:	221		orrison Bly					_		21222		
11 Euclid Ave	0.18	20000	G	98%	0%	1%	0%	0%	0%	F	0.085	F	0.601	21000	G	2003
11 Euclid Ave	0.48	11000	G	From: 98%	0%	Commo 1%	onwealth A	ve 0%	0%	F	0.091	F	0.525	11000	G	2003
[11] Euclid Ave	0.40	11000	G	90%	0%			0%	076	Г	0.091	Г	0.525	11000	G	2003
11 Euclid Ave	0.56	7900	G	From: 98%	0%	1%	mont Ave 0%	0%	0%	С	0.094	F	0.523	8400	G	2003
11) 200/107/110	0.00			To:			loore St				0.00		0.020	0.00		
11 Lee Hwy	0.48	17000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.564	18000	G	2003
,				To:			alley Dr		1							
11 Lee Hwy	1.26	15000	G	98%	0%	0%	0%	1%	0%	С	NA			15000	G	2003
				To: From:			erhill Rd									
11 Lee Hwy	1.22	19000	G	97%	0%	1%	land Rd 0%	1%	0%	F	0.095	F	0.58	20000	G	2003
11 Lee Hwy	1.22			To:			nham Rd	1 /0		•	0.000		0.00			
11 Lee Hwy	0.51	18000	G	From: 97%	0%	1%	0%	1%	0%	F	0.095	F	0.582	19000	G	2003
,				To			Airport Rd									
11 Lee Hwy	0.68	12000	G	97%	0%	1%	0%	1%	0%	F	0.098	F	0.529	13000	G	2003
<u> </u>				To:		NC	L Bristol									
Washington County				From:		110										
(11)	2.83	8900	Α	97%	0%	1%	L Bristol 0%	1%	0%	С	0.112	Α	0.601	9200	Α	2003
[11]				To:			sh Co Ind I				••••		0.00.	0200		
<u>(11)</u>	0.80	9700	N	95%	1%	1%	2%	2%	0%	Ν	0.087	Ν	0.557	10000	N	2003
				To:		(	95-869		1							
<u>[11]</u>	1.28	9700	G	95%	1%	1%	2%	2%	0%	С	0.087	F	0.557	10000	G	2003
				To- From:		95-61	1 Diver Ro	i	-							
(11)	1.72	8700	G	96%	0%	2%	1%	1%	0%	С	0.084	F	0.516	8800	G	2003
				To:		WCL	Abingdon									
Town of Abingdon				From:		WCI	Abingdon		Ī							
11 Main St	0.55	9600	G	97%	0%	1%	1%	2%	0%	С	0.094	F	0.52	10000	G	2003
···				To:			Jonesboro		].							
11 Main St	0.43	24000	G	95%	1%	2%	0%	2%	0%	F	0.087	F	0.527	26000	G	2003
				To: From:		Co	lonial Rd		]-							
(11) Main St	0.47	23000	G	95%	1%	2%	0%	2%	0%	F	0.088	F	0.512	25000	G	2003
~				To: From:		1	US 19		-							
(11) Main St	0.47	15000	G	95%	1%	2%	0%	2%	0%	F	0.086	F	0.503	16000	G	2003
~				To: From:			ılmer St		-							
11 Main St	0.35	11000	G	95%	1%	2%	0%	2%	0%	С	0.080	F	0.52	12000	G	2003
Mai Oi	22:	46666		From:	401		58, Russel				0.00:		0.000	40000		0000
11 Main St	0.24	12000	G	95%	1%	2%	0%	2%	0%	F	0.084	F	0.600	12000	G	2003
Main St	0.66	11000		From:			R 75, Cumi		10/		0.002		0 511	11000		2002
(11) Main St	0.66	11000	G	92%	0%	2%	2%	3%	1%	F	0.083	F	0.511	11000	G	2003
11 Main St	0.93	11000	G	92%	0%	2%	anner St 2%	3%	1%	F	0.083	F	0.595	12000	G	2003
11 Main St	0.53	11000	3	9∠ /0 _{Te:}	U /0			J /0	1 /0	ı	0.003	ı	0.030	12000	3	2000
11 Main St	0.13	14000	G	From: 92%	0%	2%	adio Dr 2%	3%	1%	F	0.107	F	0.505	15000	G	2003
				To·			man Hwy	3,0	. , ,							
				_	_	_										

					Was	hington	Maintena	nce Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru			- QC	K	QK	Dir	AAWDT	QW	Year
Town of Abingdon	J					2Axle	3+Axle	1Trail	2Trail		Factor		Factor			
~~			_	From:			man Hwy								_	
11 Main St	0.74	12000	G	92%	0%	2% FCI	2% Abingdon	3%	1%	С	0.083	F	0.657	13000	G	2003
Washington County				<u>I</u>		LCL	7 tomgdon									
~~	0.00	4=000		From:	00/		Abingdon	00/	40/		0.070	_	0.500	47000		2222
[11]	0.20	17000	G	92%	0%	2%	2%	3%	1%	F	0.076	F	0.520	17000	G	2003
<u></u>	0.30	NA		From:		I-8	1, US 58				NA			NA		
				To		US 58 E2	ast of Abing	odon								
(11)	2.58	4400	G	96%	0%	2%	1%	1%	0%	F	0.085	F	0.540	4500	G	2003
~				To: From:			95-704									
[11]	2.09	4100	G	96%	0%	2%	1%	1%	0%	F	0.091	F	0.596	4100	G	2003
~	4.40			From:	00/		) Cedarville		00/		0.000	_	0.574	2000		2000
11)	4.46	2900	G	96% To:	0%	2%	1% SR 91	1%	0%	С	0.088	F	0.571	2900	G	2003
~~				From:		SR 91 Sout	h of Glade									
[11]	2.81	1300	G	96%	0%	2%	1%	1%	0%	F	0.100	F	0.541	1300	G	2003
	2.21	2600	G	From:	0%	I-81 Wes	st of Chllho 1%	wie 1%	0%	F	0 111	F	0.527	2600	G	2003
[11]	2.21	2600	G	96%	0%		County Lir		0%	г	0.111	Г	0.537	2600	G	2003
City of Bristol																
Truck	0.21	40000	_	From: 92%	0%	SR 381 Cor 2%	mmonwealt		0%	F	0.000	F	0.547	11000	0	2002
11 421 State St	0.21	10000	G	92%	0%			4%	0%	Г	0.088	Г	0.547	11000	G	2003
Truck	0.04		_	From:	00/		Piedmont			_	0.007	_	0.507	10000	_	2222
11 421 State St	0.34	9800	G	92%	0%	2%	1%	4%	0%	F	0.087	F	0.537	10000	G	2003
Truck				From:			State St									
(11) Randall St	0.93	7300	G	97%	0%	1%	1%	1%	0%	С	0.086	F	0.507	7800	G	2003
Truck				From:		Cum	berland St									
11 (113) Moore St	0.12	10000	G	96% To:	0%	2%	0%	1%	0%	F	0.087	F	0.513	11000	G	2003
				From:			clid Ave		<u>_</u>							
(19) (381) Commonwealth A	0.16	19000	G	94%	0%	3%	JS 421 0%	2%	0%	F	0.084	F	0.534	21000	G	2003
				To: From:		SR 113 C	umberland	Ave								
(19) (381) Commonwealth A	0.16	21000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.551	22000	G	2003
<del></del>				To: From:			ar Sycamor									
19 381 Commonwealth A	0.19	22000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.569	22000	G	2003
CO CO Foreign	0.40	44000		From:	001		RT 381	00/	001	_	0.001	_	0.505	44000		2000
19 (11) Euclid Ave	0.48	11000	G	98%	0%	1%	0%	0%	0%	F	0.091	F	0.525	11000	G	2003
19 (11) Euclid Ave	0.56	7900	G	From: 98%	0%	Pied 1%	lmont Ave 0%	0%	0%	С	0.094	F	0.523	8400	G	2003
19) (11) Euclid Ave				To	- 70		Ioore St	- 70								
(19) (11) Lee Hwy	0.48	17000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.564	18000	G	2003
$\bigcirc$				To: From:		V	alley Dr		}							
(19) (11) Lee Hwy	1.26	15000	G	98%	0%	0%	0%	1%	0%	С	NA			15000	G	2003
~ ~				To: From:			erhill Rd land Rd									
(19) (11) Lee Hwy	1.22	19000	G	97%	0%	1%	0%	1%	0%	F	0.095	F	0.58	20000	G	2003
<del></del>				From:			nham Rd									
19 (11) Lee Hwy	0.51	18000	G	97%	0%	1%	0%	1%	0%	F	0.095	F	0.582	19000	G	2003
	0.00	40000		From:	001		Airport Rd	40/	00/	_	0.000	_	0.500	40000		2000
(19) (11) Lee Hwy	0.68	12000	G	97% To:	0%	1% NO	0% L Bristol	1%	0%	F	0.098	F	0.529	13000	G	2003
						.10										

					Was	hington Maintena	ince Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				E			····			. 40101		. 40101			
19 (11)	2.83	8900	A	97%	0%	NCL Bristol 1% 0%	1%	0%	С	0.112	Α	0.601	9200	Α	2003
19 (11)	0.80	9700	N	95%	1%	5-1717 Wash Co Ind 1 1% 2%	Park Rd 2%	0%	N	0.087	N	0.557	10000	N	2003
(19) (11)	1.22	9700	G	From: 95%	1%	95-869 1% 2%	2%	0%	С	0.087	F	0.557	10000	G	2003
(19) (11)	1.72	8700	G	From: 96%	0%	Urban Boundary 95-611 Diver Ro 2% 1%		0%	С	0.084	F	0.516	8800	G	2003
<u> </u>				To:		WCL Abingdon	l								
Town of Abingdon				From:		WCL Abingdor	l								
19 (11) Main St	0.55	9600	G	97%	0%	1% 1% SR 140 Jonesboro	2% Rd	0%	С	0.094	F	0.52	10000	G	2003
19 (11) Main St	0.43	24000	G	95%	1%	2% 0%  Colonial Rd	2%	0%	F	0.087	F	0.527	26000	G	2003
19 (11) Main St	0.47	23000	G	95%	1%	2% 0%	2%	0%	F	0.088	F	0.512	25000	G	2003
19 Porterfield Rd	0.45	15000	G	91%	0%	US 11 MAIN S' 2% 1%	5%	0%	F	0.087	F	0.562	16000	G	2003
19 Porterfield Rd	0.21	21000	G	91% To:	0%	Alt US 58 2% 1% NCL Abingdon	5%	0%	F	0.087	F	0.567	23000	G	2003
Washington County				•		M		•							
19	3.79	19000	G	91%	0%	NCL Abingdon 2% 1%	5%	0%	F	0.082	F	0.597	19000	G	2003
(19)	3.03	18000	G	From: 91%	0%	95-700 2% 1%	5%	0%	F	0.082	F	0.594	18000	G	2003
19	3.25	17000	G	From: 91%	0%	95-802 <b>2%</b> 1% Russell County Li	5%	0%	F	0.084	F	0.575	17000	G	2003
City of Bristol				J		Russen County Li	ne	1							
Truck			_	From:		SR 381 Commonweal		201			_				
19 (421) State St	0.21	10000	G	92%	0%	2% 1%	4%	0%	F	0.088	F	0.547	11000	G	2003
Truck (19) (421) State St	0.34	9800	G	92%	0%	102-3305 Piedmont 2% 1%	4%	0%	F	0.087	F	0.537	10000	G	2003
Truck Truck	0.93	7300	G	To: From: 97%	0%	Truck US 11 Randa State St 1% 1%	1%	0%	С	0.086	F	0.507	7800	G	2003
Truck	0.55	7000		To:	070	Cumberland St Oakview Ave	170	070		0.000		0.507	7000		2000
19 113 Moore St	0.12	10000	G	96% To:	0%	2% 0% Euclid Ave	1%	0%	F	0.087	F	0.513	11000	G	2003
Washington County				From:		Scott Country I :-	.0	ı							
58	2.65	1200	G	93%	1%	Scott County Lin	3%	0%	F	0.097	F	0.596	1200	G	2003
58	3.59	5000	G	93% To:	1%	95-700 2% 0% WCL Bristol	3%	0%	F	0.087	F	0.628	5100	G	2003
City of Bristol						CL Distol		1							
(58) Gate City Hwy	0.50	5100	G	97%	0%	WCL Bristol	1%	0%	С	0.088	F	0.635	5500	G	2003
	2.44			To: From:	-	I-81; US 421 US 58; US 421 ee I-81 for direction	onal tro	ffic volu	ma oct	imatos fo	r this	eagmont.			
(58) (81) Com	bined Traffic:	31000	G	77% To:	1%	1% 1% I-381	19%	1%	F			0.513	31000	G	
						1-301									

					vvas	inington i	/laintena	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			$\Omega$ C	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol				From:		1	I-381			1						
58 (81)	1.39				S			onal tra	ffic volu	ı ıme est	imates fo	or this	segment.			
	Combined Traffic:	46000	G	77%	1%	1%	1%	20%	1%	F	NA			47000	G	
				To: From:		US 1	1, US 19			<b></b>						
58 (81)	2.13			rion:	S	ee I-81 fo	r directi	onal tra	ffic volu	me est	imates fo	or this	segment.			
$\bigcirc$	Combined Traffic:	41000	G	77%	1%	1%	1%	19%	1%	F	NA			42000	G	
				To: From:		Old A	Airport Rd			<b> </b>						
(58) (81)	0.93			-	S	ee I-81 fo	r directi	onal tra	ffic volu	ıme est	imates fo	or this	segment.			
$\bigcirc$	Combined Traffic:	48000	G	77%	1%	1%	1%	19%	1%	F	NA			48000	G	
				To-		NCI	L Bristol									
Washington Coun	tv			From:		NCI	L Bristol			1						
58 (81)	3.84				S			onal trat	ffic volu	I ıme est	imates fo	or this	segment.			
(30) (61)	Combined Traffic:	48000	G	77%	1%	1%	1%	19%	1%	F	NA		3 3	48000	G	
				To		F	R-310			<b></b>						
58 (81)	0.99			From:	S			onal tra	ffic volu	ı ıme est	imates fo	or this	segment.			
	Combined Traffic:	37000	G	77%	1%	1%	1%	20%	1%	F	NA		Ü	38000	G	
				To:		9	5-611			<b></b>						
58 (81)	2.00			From:	S			onal tra	ffic volu	ime est	imates fo	or this	segment.			
	Combined Traffic:	41000	G	77%	1%	1%	1%	19%	1%	F	NA			41000	G	
				To:		S	R 140			<b></b>						
58 (81)	1.93			FIOII.	S	ee I-81 fo	r directi	onal tra	ffic volu	me est	imates fo	or this	segment.			
$\bigcirc$	Combined Traffic:	41000	F	77%	1%	1%	1%	19%	1%	С	0.086	Α	0.512	42000	F	
				To:		SCL.	Abingdon	ļ								
Town of Abingdor	1			From:		COL	41: 1									
	0.14			From:	S		Abingdon		ffic volu	l Ime est	imates f	or this	segment.			
58 81	Combined Traffic:	41000	F	77%	1%	1%	1%	19%	1%	C	0.086		0.512	42000	F	
	Combined Traine.	41000	•	To:	170			10 /0	170	1	0.000	,,	0.012	42000	•	
(58) (81)	1.06			From:	S		SR 75 or directi	onal trat	ffic volu	ıme est	imates fo	or this	segment.			
(36) (61)	Combined Traffic:	45000	G	77%	1%	1%	1%	20%	1%	F	NA	oo	oogo	46000	G	
				To	.,.		Abingdon									
Washington Coun	itv															
~~~				From:			Abingdon									
[58] [81]	1.43		_						ffic volu	_		or this	segment.		_	
~ ~	Combined Traffic:	45000	G	77% To:	1%	1%	1% 1, US 58	20%	1%	F 1	NA			46000	G	
				From:			; US 11									
(58) (11)	0.30	NA		-						•	NA			NA		
\bigcirc				To: From:		US 11 Eas	st of Abin	gdon								
58	5.53	7900	G	93%	0%	2%	1%	4%	0%	F	0.082	F	0.651	8000	G	2003
\bigcirc				To: From:		E	95-708			I						
(58)	3.57	5200	G	93%	0%	2%	1%	4%	0%	С	0.083	F	0.573	5200	G	2003
				To:		WCL	Damascus	S								
Town of Damascu	S															
~~~		F000		From:	00/		Damascus		00/	]	0.000		0.570	F000	Α.	2000
[58]	1.38	5200	N	93%	0%	2%	1%	4%	0%	. N	0.083	N	0.573	5200	N	2003
$\overline{}$	A 1=			From:	601		1 Damasc		001	<u> </u>	0.0=0	_	0.550	4600		
[58]	0.45	3900	G	93% To:	0%	2%	1%	4%	0%	F <b>1</b>	0.078	F	0.558	4000	G	2003
				***		ECL.	Damascus	i		<u> </u>						
Washington Coun	tv			From:		FCI	Damascus	;								
(58)	0.54	3900	N	93%	0%	2%	1%	4%	0%	I N	0.078	Ν	0.558	4000	N	2003
<u> </u>				To	-					l						
(58)	9.63	710	G	From: 95%	0%	2%	1 Damasc 1%	us 1%	0%	F	0.105	F	0.675	720	G	2003
30)	0.00	<del>-</del>	•	Tn·	<b>0</b> / 0		5-603	.,0	- 70	1	200	•	2.0.0	0	_	
										•						

2Asis 3-Asis   Factor   Fact						was	nington Mainten	ance Are	ea							
Second Control Line   Second Control Line	Route	Length	AADT	QA	4Tire	Bus				- QC		QK		AAWDT	QW	Year
Section   Sect	Vashington County				F		2.502		-							
Carpoon County Line		E 00	E20	_		00/		10/	00/	_	0.000	_	0.571	E20	0	2002
Second Computer   Second Com	58	5.80	530	G	_	0%			0%	C	0.090	г	0.571	530	G	2003
Second Combined Traffic:   2000   G   91%   0%   2%   1%   5%   0%   F   0.084   F   0.575   17000   G   200									l							
95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.80 2   95.8	ALT	0.05	4=000	_		00/			00/	_	0.004	_	0.555	47000	_	000
Section   Sect	58 (19)	3.25	17000	G	91%	0%	2% 1%	5%	0%	F	0.084	F	0.575	17000	G	200
Sab   19   3.03   18000   G   91%   0%   2%   1%   5%   0%   F   0.082   F   0.594   18000   G   200	N T				From:		95-802		-							
Section   Sect	50 (10)	3 03	18000	G	91%	0%	2% 1%	5%	0%	F	0.082	F	0.594	18000	G	200:
Section   Sect	36) (19)	0.00				• • • • • • • • • • • • • • • • • • • •				·	0.002	•	0.00		•	
NCL Ablandon   NCL	ALT				From:		95-700									
NCL Absorber   Note Absorber	58 19	3.79	19000	G	91%	0%	2% 1%	5%	0%	F	0.082	F	0.597	19000	G	2003
NCL Abresses   Note of the control	~ ~				To:		NCL Abingdon	n								
NCL Abresses   Note of the control	own of Abingdon															
Signature   Sign	ALT				<u> </u>		NCL Abingdon	n								
See   Pussell Rd	58 \ 19 \ Porterfield Rd	0.21	21000	G	91%	0%	2% 1%	5%	0%	F	0.087	F	0.567	23000	G	2003
Section   Sect	~ ~ ·				To-		US 19									
Valley Street   Valley Stree		1 01	7200	G		00/		20/-	Nº/-	C	0.086	_	0 556	7700	G	2001
Valley St	58 Russell Ru	1.01	1200	G		U 70		<b>4</b> 70	U 7/0	C	0.000	۲	0.556	1100	G	∠00、
Main St   0.24   12000   G   95%   1%   2%   0%   2%   0%   5   0.804   F   0.600   12000   G   200	ALT															
Main St.   Wall   St.   US   11   Wall   St.   US   11   Wall   St.   US   11   Wall   Wall	58 11 Main St	0.24	12000	G	95%	1%		2%	0%	F	0.084	F	0.600	12000	G	200
Tempersee State Line   Tempersee State Line					_						-					
Tempessee State Line	ALT				From:		US 11									
Temposeco State Line   Temposeco State Line	58 (75)	0.78	18000	G	97%	0%	1% 1%	1%	0%	С	0.088	F	0.514	19000	G	2003
Tennesses State Line	$\sim$				To:		I-81									
Tennesses State Line	Vashington County															
					From:		Tennessee State I	Line								
	75)	4.29	2300	G	95%	0%	2% 1%	2%	0%	F	0.102	F	0.506	2300	G	2003
4.46 4500 G 95% 0% 2% 1% 2% 0% C 0.087 F 0.622 4600 G 200					To:		95-670 Green Spr	ings	1							
SCL Abingdon   Town of Abinedon   Town of Abinedo	75)	4.46	4500	G		0%		_	0%	С	0.087	F	0.622	4600	G	2003
SCL Abingdon   SCL	.0				To-		SCL Abingdor	1								
SCL Abingdon   SCL	own of Abingdon															
Section   Sect	OWILOT ADDITION				From:		SCL Abingdor	1								
1-81   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82   1-82	75	0.98	6300	G	96%	0%	2% 1%	1%	0%	С	0.091	F	0.62	6700	G	2003
To					To:		I 01									
The   US 11   US 11   US 11   US 11   Colarville   US 11	75	0.78	18000	G		0%		1%	0%	C	0.088	F	0.514	19000	G	2003
Semination County   Semi	15)	0.70	10000	J		0 70		170	070	O	0.000	•	0.514	15000	O	2000
1.06   2900   G   97%   0%   1%   1%   1%   0%   F   0.087   F   0.586   3000   G   200					1		0011									
1.06 2900 G 97% 0% 1% 1% 1% 0% F 0.087 F 0.586 3000 G 200  2.19 980 G 97% 0% 1% 1% 1% 0% F 0.095 F 0.575 990 G 200  80 6.00 870 G 97% 0% 1% 1% 1% 0% C 0.100 F 0.689 880 G 200  80 2.06 550 G 97% 0% 1% 1% 1% 0% F 0.112 F 0.556 560 G 200  80 3.67 310 G 97% 0% 1% 1% 1% 0% F 0.112 F 0.556 560 G 200  80 Combined Traffic: 29000 G 77% 1% 1% 1% 1% 19% 1% F 0.064 F 14000 G 200  80 Combined Traffic: 29000 G 77% 1% 1% 1% 1% 19% 1% F 0.064 F 14000 G 200  80 Combined Traffic: 29000 G 77% 1% 1% 1% 1% 19% 1 % F 0.064 F 14000 G 200  80 Combined Traffic: 29000 G 77% 1% 1% 1% 19% 19% 1 % F 0.064 F 14000 G 200  80 Combined Traffic: 29000 G 77% 1% 1% 19% 19% 1 % F 0.064 F 14000 G 200  80 Combined Traffic: 29000 G 77% 1% 1% 1% 19% 19% 1 % F 0.064 F 14000 G 200  80 Combined Traffic: 29000 G 77% 1% 1% 19% 19% 19% F 0.068 F 0.564 29000 G	Vashington County				From:		US 11 Cedarvil	le	I							
Solution   Solution	90	1 06	2900	G	97%	0%			0%	F	0.087	F	0.586	3000	G	2003
2.19 980 G 97% 0% 1% 1% 1% 0% F 0.095 F 0.575 990 G 200	00)			-		- 70				•	0.501	•	0.500	2000	-	_000
Solution   Solution		0.40	000			00/			00/	-	0.005		0.535	000		0000
80 6.00 870 G 97% 0% 1% 1% 1% 0% C 0.100 F 0.689 880 G 200  80 2.06 550 G 97% 0% 1% 1% 1% 0% F 0.112 F 0.556 560 G 200	80)	2.19	980	G	9/%	υ%	1% 1%	1%	U%	F	0.095	۲	0.5/5	990	G	2003
80 6.00 870 G 97% 0% 1% 1% 1% 0% C 0.100 F 0.689 880 G 200    10									-							
SCL Bristol	80)	6.00	870	G		0%	1% 1%	1%	0%	С	0.100	F	0.689	880	G	2003
2.06 550 G 97% 0% 1% 1% 1% 0% F 0.112 F 0.556 560 G 200  3.67 310 G 97% 0% 1% 1% 1% 0% F 0.138 F 0.55 320 G 200  To Russell County Line  Orth 81  0.65 14000 G 76% 1% 1% 1% 1% 21% 1% F 0.064 F 14000 G 200  Combined Traffic: 29000 G 77% 1% 1% 1% 19% 1% F 0.068 F 0.564 29000 G  To SCL Bristol  Orth 81  0.61 14000 G 76% 1% 1% 1% 21% 1% F 0.064 F 14000 G 200  Combined Traffic: 29000 G 77% 1% 1% 1% 1% 19% 1% F 0.064 F 14000 G 200  Combined Traffic: 29000 G 76% 1% 1% 1% 1% 21% 1% F 0.064 F 14000 G 200  Combined Traffic: 29000 G 77% 1% 1% 1% 1% 1% 1% F 0.064 F 14000 G 200  Combined Traffic: 29000 G 77% 1% 1% 1% 1% 19% 1% F 0.068 F 0.564 29000 G					To-		95-689 Havters (	Gap	1.							
3.67 310 G 97% 0% 1% 1% 1% 0% F 0.138 F 0.55 320 G 200    Sussell County Line	80	2.06	550	G		0%		_	0%	F	0.112	F	0.556	560	G	2003
3.67 310 G 97% 0% 1% 1% 1% 0% F 0.138 F 0.55 320 G 200    To:   Russell County Line				-							_					
To   Russell County Line   Tennessee State Line   Tennessee   Tennessee State Line   Tenn		2.67	240			00/		40/	00/		0.400		0.55	220		2000
Tennessee State Line   Tennessee State Line	80)	3.07	310	G		υ%			U%	F	0.138	г	0.55	320	G	2003
0.65 14000 G 76% 1% 1% 1% 21% 1% F 0.064 F 14000 G 200 Combined Traffic: 29000 G 77% 1% 1% 1% 19% 19% F 0.068 F 0.564 29000 G    SCL Bristol																
Combined Traffic: 29000 G 77% 1% 1% 1% 19% 1% F 0.068 F 0.564 29000 G    SCL Bristol   SCL Bristol   SCL Bristol	lorth			_	<u> </u>					_		_		,	_	
SCL Bristol	81)															2003
SCL Bristol	Combin	ed Traffic:	29000	G		1%		19%	1%	F	0.068	F	0.564	29000	G	
SCL Bristol					To:		SCL Bristol		]							
SCL Bristol	ity of Bristol															
Combined Traffic: <b>29000 G</b> 77 <u>% 1% 1% 1% 19% 1%</u> F 0.068 F 0.564 29000 G	lorth				<u> </u>											
Combined Traffic: <b>29000 G</b> 77 <u>% 1% 1% 1% 19% 1%</u> F 0.068 F 0.564 29000 G	81)	0.61	14000	G	76%	1%	1% 1%	21%	1%	F	0.064	F		14000	G	2003
To: US 58, US 421		ed Traffic:	29000	G	77%	1%	1% 1%	19%	1%	F	0.068	F	0.564	29000	G	
the try the					To:		US 58, US 42	1								

					Was	hington	Maintena	ance Are	ea							
Route	Lenath	AADT	QA	4Tire	Bus		Tru			- QC	K	QK	Dir	AAWDT	QW	Year
	9					2Axle	3+Axle	1Trail	2Trail		Factor		Factor			
City of Bristol North				From:		US :	58, US 421		ī							
(81)	2.44	15000	G	76%	1%	1%	1%	21%	1%	F	0.075	F		15000	G	2003
	Combined Traffic:	31000	G	77%	1%	1%	1%	19%	1%	F	0.073	F	0.513	31000	G	
				To- From:			I-381									
North	1.39	25000	G	76%	1%	1%	1%	21%	1%	F	0.076	F		25000	G	2003
81	Combined Traffic:	46000	G	70% 77%	1%	1%	1%	20%	1%	F	NA	г		47000	G	2003
	Combined Trainc.	46000	G	7 7 70	1 70			20%	1 70	г	INA			47000	G	
North				From:		US	11, US 19									
(81)	2.13	21000	G	76%	1%	1%	1%	21%	1%	F	0.081	F		22000	G	2003
	Combined Traffic:	41000	G	77%	1%	1%	1%	19%	1%	F	NA			42000	G	
North				To: From:		Old	Airport Rd		-							
(81)	0.93	22000	G	76%	1%	1%	1%	21%	1%	F	0.081	F		22000	G	2003
	Combined Traffic:	48000	G	77%	1%	1%	1%	19%	1%	F	NA			48000	G	
				To:		NC	CL Bristol									
Washington Cour	ntv															
North				From:	401		L Bristol	0404	401	_	0.001	_	<u></u>	00000		
81	3.84	22000	G	76%	1%	1%	1%	21%	1%	F	0.081	F		22000	G	2003
~	Combined Traffic:	48000	G	77%	1%	1%	1%	19%	1%	F	NA			48000	G	
North				From:		1	FR-310									
(81)	0.99	20000	G	76%	1%	1%	1%	21%	1%	F	0.083	F		21000	G	2003
	Combined Traffic:	37000	G	77%	1%	1%	1%	20%	1%	F	NA			38000	G	
				To: From:			95-611		L							
North	2.00	20000	G		1%	1%	1%	21%	1%	F	0.000	F		20000	0	2002
81	Combined Traffic:	41000	G	76% 77%	1%	1%	1%	19%	1%	F	0.082 NA	Г		20000 41000	G G	2003
	Combined Trainc.	41000	G	7770	1 /0			1970	1 /0		INA			41000	G	
North				From:			SR 140									
(81)	1.93	21000	F	76%	1%	1%	1%	21%	1%	С	0.095	В		21000	F	2003
	Combined Traffic:	41000	F	77%	1%	1%	1%	19%	1%	С	0.086	Α	0.512	42000	F	
				To:		SCL	Abingdon	l .								
Town of Abingdo	n			From:		COL	41: 1		ı							
North 81	0.14	21000	F	76%	1%	1%	Abingdon 1%	21%	1%	С	0.095	В		21000	F	2003
(61)	Combined Traffic:	41000	F	77%	1%	1%	1%	19%	1%	C	0.086	A	0.512	42000	F	2000
	Combined Traine.	41000	•	To:	170			1070	170	Ü	0.000	,,	0.012	42000	•	
North				From:			SR 75									
(81)	1.06	24000	G	76%	1%	1%	1%	21%	1%	F	0.082	F		24000	G	2003
$\smile$	Combined Traffic:	45000	G	77% To:	1%	1%	1%	20%	1%	F	NA			46000	G	
				10.		NCL	. Abingdor	1								
Washington Cour North	ntv			From:		NCI	Abingdor	1								
(81)	1.43	24000	G	76%	1%	1%	1%	21%	1%	F	0.082	F		24000	G	2003
	Combined Traffic:		G	77%	1%	1%	1%	20%	1%	F	NA			46000	G	
				To:		IIS	11, US 58									
North	0.00	40000	_	From:	40/			040/	40/	_	0.077	_		40000	_	2022
81	2.62	18000	G	76%	1%	1%	1%	21%	1%	F	0.077	F		18000	G	2003
	Combined Traffic:	35000	G	77%	1%	1%	1%	19%	1%	F	NA			36000	G	
North				From:			95-704		-							
(81)	2.66	17000	G	76%	1%	1%	1%	21%	1%	F	0.076	F		17000	G	2003
	Combined Traffic:	35000	G	77%	1%	1%	1%	19%	1%	F	NA			36000	G	
Ninada				To: From:			SR 80									
North	1.52	17000	G	76%	1%	1%	1%	21%	1%	F	0.075	F		17000	G	2003
81	Combined Traffic:		G	77%	1%	1%	1%	19%	1%	F	NA	'		35000	G	2000
	COMDINEU TRAINC.	55000	J	To:	1 /0		95-737	10/0	1 /0		INA			33000	J	
							10101									

					vvas			ance Are								
Route	Length	AADT	QA	4Tire	Bus			uck : 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington Count	v			From:			95-737		1							
North 81	2.97	16000	G	76%	1%	1%	1%	21%	1%	F	0.074	F		16000	G	2003
(01)	Combined Traffic:	31000	G	77%	1%	1%	1%	19%	1%	F	NA	•		32000	G	2000
	Combined Traine.	0.000		To:	1,0			1070		•				02000		
North				From:			SR 91									
81	2.68	17000	G	76%	1%	1%	1%	21%	1%	F	0.067	F		17000	G	2003
	Combined Traffic:	32000	G	77%	1%	1%	1%	20%	1%	F	NA			32000	G	
North				From:			US 11									
(81)	2.31	14000	G	76%	1%	1%	1%	21%	1%	F	0.067	F		14000	G	2003
	Combined Traffic:	30000	G	77%	1%	1%	1%	19%	1%	F	NA			31000	G	
				To:			County L		<u> </u>							
South	4.00	45000	_	From:	40/		see State I		40/	_	0.074	_		45000	_	0000
81	1.06	15000	G	78%	1%	1%	1%	18%	1%	F	0.074	F		15000	G	2003
	Combined Traffic:	29000	G	77%	1%	1% SC	1% L Bristol	19%	1%	F	NA			29000	G	
C' CD ' I						50	L Diistoi		<u>I</u>							
City of Bristol South				From:		SC	L Bristol									
(81)	0.16	15000	G	78%	1%	1%	1%	18%	1%	F	0.074	F		15000	G	2003
	Combined Traffic:	29000	G	77%	1%	1%	1%	19%	1%	F	0.068	F	0.564	29000	G	
041-				To: From:		US 5	58, US 42	1	-							
South 81	3.58	15000	G	78%	1%	1%	1%	18%	1%	F	0.070	F		16000	G	2003
(61)	Combined Traffic:	31000	G	77%	1%	1%	1%	19%	1%	F	NA	•		31000	G	2000
	Combined Traine.	0.000		To:	1,0		I-381	1070		•				01000		
South				From:												
81	1.25	21000	G	78%	1%	1%	1%	18%	1%	F	0.077	F		21000	G	2003
	Combined Traffic:	46000	G	77%	1%	1%	1%	20%	1%	F	NA			47000	G	
South				From:		US	11, US 19	)								
( <del>81</del> )	1.99	20000	G	78%	1%	1%	1%	18%	1%	F	0.076	F		20000	G	2003
	Combined Traffic:	41000	G	77%	1%	1%	1%	19%	1%	F	NA			42000	G	
Courth				To: From:		Old	Airport Ro	d	-							
South 81	0.50	26000	G	78%	1%	1%	1%	18%	1%	F	0.073	F		26000	G	2003
(81)	Combined Traffic:	48000	G	77%	1%	1%	1%	19%	1%	F	NA			48000	G	
				To			L Bristol									
Washington Count	v															
South				From:			L Bristol									
81	3.79	26000	G	78%	1%	1%	1%	18%	1%	F	0.073	F		26000	G	2003
	Combined Traffic:	48000	G	77%	1%	1%	1%	19%	1%	F	NA			48000	G	
South				From:		I	FR-310									
( <del>81</del> )	1.29	17000	G	78%	1%	1%	1%	18%	1%	F	0.087	F		17000	G	2003
	Combined Traffic:	37000	G	77%	1%	1%	1%	20%	1%	F	NA			38000	G	
South				To: From:			95-611									
South 81	1.93	21000	G	78%	1%	1%	1%	18%	1%	F	0.072	F		21000	G	2003
01)	Combined Traffic:		G	77%	1%	1%	1%	19%	1%	, F	NA	•		41000	G	_000
				To:	. 70		SR 140	10 /0								
South			_	From:						_						
81	1.40	20000	Α -	78%	1%	1%	1%	18%	1%	С	0.094	Α		21000	A	2003
	Combined Traffic:	41000	F	77% To:	1%	1%	1% Abingdor	19%	1%	С	NA			42000	F	
m e 43.4 . 7						SCL	Aumguoi	1								
<u>Town of Abingdon</u> South				From:		SCI	Abingdor	1								
(81)	0.69	20000	Α	78%	1%	1%	1%	18%	1%	С	0.094	Α		21000	Α	2003
	Combined Traffic:	41000	F	77%	1%	1%	1%	19%	1%	С	0.086	Α	0.512	42000	F	
				To:			SR 75									

					was	nington	iviaintena	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus		TrıTrı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Abingdon				From:			SR 75		1							
South	0.79	22000	G	78%	1%	1%	1%	18%	1%	F	0.075	F		22000	G	2003
81	Combined Traffic:	45000	G	77%	1%	1%	1%	20%	1%	F	NA	•		46000	G	2000
	Combined Traine.	40000		To:	170		Abingdor		170	'	11/-1			40000		
Washington County	V															
South	4.50	22222	_	From:	40/		Abingdon		40/	_	0.075	_		22000	0	2002
81	1.52	22000	G	78%	1%	1%	1%	18%	1%	F	0.075	F		22000	G	2003
	Combined Traffic:	45000	G	77%	1%	1%	1%	20%	1%	F	NA			46000	G	
South				From:		US	11, US 58									
(81)	3.04	17000	G	78%	1%	1%	1%	18%	1%	F	0.074	F		17000	G	2003
	Combined Traffic:	35000	G	77%	1%	1%	1%	19%	1%	F	NA			36000	G	
South				From:			95-704									
(81)	2.56	18000	G	78%	1%	1%	1%	18%	1%	F	0.066	F		18000	G	2003
	Combined Traffic:	35000	G	77%	1%	1%	1%	19%	1%	F	NA			36000	G	
				To: From:			SR 80		1							
South	4 47	40000	_		40/			400/	40/	_	0.004	_		40000	0	2002
81	1.47	18000	G	78%	1%	1%	1%	18%	1%	F	0.064	F		18000	G	2003
	Combined Traffic:	35000	G	77%	1%	1%	1%	19%	1%	F	NA			35000	G	
South				From:			95-737									
81)	2.94	15000	G	78%	1%	1%	1%	18%	1%	F	0.066	F		15000	G	2003
	Combined Traffic:	31000	G	77%	1%	1%	1%	19%	1%	F	NA			32000	G	
Carrette				To: From:			SR 91									
South	2.88	15000	G	78%	1%	1%	1%	18%	1%	F	0.068	F		15000	G	2003
81	Combined Traffic:	32000	G	77%	1%	1%	1%	20%	1%	F	NA	•		32000	G	2000
	Combined Traine.	02000	Ū	77 70	170			2070	170	•	147 (			02000	Ü	
South				From:			US 11									
(81)	1.83	16000	G	78%	1%	1%	1%	18%	1%	F	0.069	F		17000	G	2003
	Combined Traffic:	30000	G	77%	1%	1%	1%	19%	1%	F	NA			31000	G	
				To:		Smyth	County Li	ine								
	4.00	0=00	_	From:	00/		see State I		00/	_	0.077	_	0.507	0000	•	0000
91	1.62	2700	G	83% To:	0%	3%	5%	8%	0%	С	0.077	F	0.507	2800	G	2003
				10.			US 58									
Town of Damascus				From:			US 58		Ī							
91 58	0.45	3900	G	93%	0%	2%	1%	4%	0%	F	0.078	F	0.558	4000	G	2003
91 [58]				To:		ECL	Damascu	3								
Washington County	V															
$\sim$				From:			Damascu									
(91) (58)	0.54	3900	N	93%	0%	2%	1%	4%	0%	N	0.078	N	0.558	4000	N	2003
<u> </u>				To:			US 58									
Town of Damascus				From:			US 58		1							
91)	0.70	2100	G	91%	0%	1%	3%	4%	0%	С	0.082	F	0.575	2200	G	2003
(ST)				To		NCL	Damascu	S								
Washington County	v															
				From:			Damascu									
91)	6.85	2100	N	91%	0%	1%	3%	4%	0%	N	0.082	N	0.575	2200	N	2003
				To- From:		95-803	South of I	odi	-							
91	0.97	2000	G	91%	0%	1%	3%	4%	0%	F	0.085	F	0.522	2000	G	2003
$\sim$				To: From:		95-762	North of L	odi								
91	3.57	2100	G	91%	0%	1%	3%	4%	0%	F	0.087	F	0.561	2100	G	2003
$\smile$				To:			US 11		<u> </u>							
91)	0.51	4800	N	95%	0%	2%	1%	1%	0%	N	0.09	N	0.653	4800	N	2003
				To:			Glade Sprii									
•																

					was	hington	Maintena	ince Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Glade Spring	<u> </u>			From:		0.07			-							
01	1.37	4800	G	95%	0%	2%	Glade Sprin 1%	g 1%	0%	F	0.09	F	0.653	4800	G	2003
91	1.01	1000		To:	070		JS SR 91	170			0.00		0.000	1000		2000
91)	0.77	3000	G	95%	0%	2%	1%	1%	0%	С	0.082	F	0.637	3000	G	2003
<u> </u>				To		NCL (	Glade Sprir	ıg								
Washington County																
	E 40	2500	•	95%	00/	NCL 0	Glade Sprir 1%		00/	_	0.002	г	0.614	2600	0	2002
91	5.43	2500	G	95% To:	0%		L Saltville	1%	0%	F	0.083	F	0.614	2600	G	2003
Fown of Saltville						,,,,	2 garrine									
Own or salt-rine				From:			L Saltville									
(91)	0.52	3500	G	96%	0%	1%	1%	1%	0%	С	0.081	F	0.565	3500	G	2003
				To:		Smyth	County Li	ne								
<u>Fown of Glade Sprins</u> Bus	<u>o</u>			From:		S SR 91	l Glade Spr	ing	J							
91)	1.38	800	G	97%	0%	1%	1%	1%	0%	С	0.105	F	0.5	810	G	2003
				To:		N SR 9	1 Glade Spi	ring								
City of Bristol									_							
		0700	_	From:	00/		onwealth A		00/	_	0.000	_	0.500	2002	_	0000
113 Cumberland St		2700	G	96%	0%	2%	1%	1%	0%	С	0.090	F	0.528	2900	G	2003
,	Combined Traffic:	3700	G	96% To:	0%	1% US 421	1% Piedmont A	1% Ave	0%	С	NA			4000	G	
				From:			nberland St	110								
113) Piedmont Ave	80.0	3800	G	96%	0%	2%	0%	1%	0%	F	0.092	F	0.539	4000	G	2003
	Combined Traffic:	4900	G	97%	0%	2%	0%	1%	0%	F	NA			5200	G	
				From:			, Sycamore									
113 Piedmont Ave	0.25	3200	G	96%	0%	2%	0%	1%	0%	F	0.096	F	0.528	3400	G	2003
				From:			dmont Ave									
113) Oakview Ave	0.60	2200	G	96%	0%	2%	0%	1%	0%	С	0.1	F	0.525	2300	G	2003
				To-			Ioore St									
113 Moore St	0.12	10000	G	96%	0%	Oal- 2%	cview Ave 0%	1%	0%	F	0.087	F	0.513	11000	G	2003
113/100/6 31	0.12	10000	G	70 /0	0 /0		iclid Ave	1 /0	0 76	•	0.007		0.515	11000	G	2003
				From:	S		mmonweal	th Ave	Ī							
1 ₁₃ Sycamore St	0.40	1100	G	98%	0%	1%	0%	1%	0%	С	0.095	F	0.527	1100	G	2003
·P	Combined Traffic:	3700	G	96%	0%	1%	1%	1%	0%	С	NA			4000	G	
				To:		Piec	dmont Ave									
Town of Abingdon				From:		a a r	41: 1		Г							
Jonesboro Rd	0.38	18000	G	91%	1%	1%	Abingdon 1%	5%	0%	С	0.086	F	0.52	18000	G	2003
140 001030010110	0.50	10000	J	To:	1 /0		11 Main St	370	070	O	0.000		0.52	10000	J	2000
City of Bristol																
North			_	From:			SR 381			_		_				
381	1.14	8400	Α	95%	0%	1%	1%	3%	0%	С	0.109	A	0 ====	8800	A	2003
	Combined Traffic:	17000	Α	95% To:	0%	1%	1% I-81	3%	0%	С	0.101	Α	0.588	17000	Α	
North				From:		I	-381 N									
381) Ramp I-381 N	to I-81 N 0.25	8400	N	95%	0%	1%	1%	3%	0%	Ν	0.109	Ν		8800	Ν	2003
				To:			I-81 N									
South			_	From:			SR 381			_		_				
381	1.06	8100	Α	95%	0%	1%	0%	3%	0%	С	0.104	Α		8500	A	2003
	Combined Traffic:	17000	Α	95% To:	0%	1%	1% I-81	3%	0%	С	NA			17000	Α	
South				From:		]	I-81 I-381 S									
	from I-81 0.61	8100	N	95%	0%	1%	0%	3%	0%	Ν	0.104	Ν		8500	Ν	2003
				To:			I-81 S									

					was	snington	Mainten	ance An	ea							
Route	Length	AADT	QA	4Tire	Bus		Tr : 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol																
			_	From:			ennessee S			_		_		24222	_	
381 Commonwealth Ave	0.23	19000	G	94%	0%	3%	0%	2%	0%	F	0.084	F	0.534	21000	G	2003
				To: From:		SR 113 (	Cumberlan	d Ave								
(381)Commonwealth Ave	0.16	21000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.551	22000	G	2003
				To:		SR 133 I	Par; Sycam	ore St								
(381) Commonwealth Ave	0.19	22000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.569	22000	G	2003
301)				To:												
(381) Commonwealth Ave	0.63	23000	G	95%	0%	1%	1 Euclid A 1%	3%	0%	F	0.087	F	0.55	23000	G	2003
381 Commonwealth Ave	0.03	23000	G	70 To:	0 /0		ys St; I-381		0 /6	'	0.007		0.55	23000	G	2003
						KC	ys 5t, 1-56									
Washington County				From:		Scott	County Li	ne	I							
(124) (50)	2.65	1200	G	93%	1%	2%	0%	3%	0%	F	0.097	F	0.596	1200	G	2003
421 58	2.00	00	•	0070	1 / 0			070	070	•	0.001	•	0.000	1200	Ŭ	2000
~~~				From:			95-700									
[421] [58]	2.47	5000	G	93%	1%	2%	0%	3%	0%	F	0.087	F	0.628	5100	G	2003
				To:			95-623									
City of Bristol																
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	0.50	E400	_	From:	60/		CL Bristol	401	00/	^	0.000	_	0.005	FF00	_	0000
(421) (58) Gate City Hwy	0.50	5100	G	97%	0%	1%	1%	1%	0%	С	0.088	F	0.635	5500	G	2003
				To: From:		U	S 58; I-81									
421	0.21	7100	G	92%	0%	2%	1%	4%	0%	С	0.079	F	0.614	7500	G	2003
$\bigcirc$				Tar		Т	sland Rd		1							
(424)	0.80	8300	G	92%	0%	2%	1%	4%	0%	F	0.087	F	0.566	8900	G	2003
(421)	0.00	0000	Ŭ	0270	0 70			470	070	•	0.007	•	0.000	0000	•	2000
~~~~			_	From:			W US 11								_	
{421}{11} Euclid Ave	0.75	15000	G	98%	0%	0%	0%	1%	0%	С	0.085	F	0.525	16000	G	2003
<u> </u>				To: From:		7	Vance St		1							
(421) (11) Euclid Ave	0.19	18000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.562	19000	G	2003
				To:		D.L.	4i D	13	1							
421 11 Euclid Ave	0.18	20000	G	From: 98%	0%	1%	Morrison B 0%	0%	0%	F	0.085	F	0.601	21000	G	2003
421 11 Euclid Ave	0.16	20000	G	90%	070	1 70	070	0%	0%	Г	0.063	Г	0.001	21000	G	2003
~~~				From:			E RT 11									
(421)(381) Commonwealth A	0.19	22000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.569	22000	G	2003
				To: From:		SR 133	Par Sycam	ore St								
(421)(381) Commonwealth A	0.16	21000	G	95%	0%	1%	1%	3%	0%	F	0.087	F	0.551	22000	G	2003
421) 301)				т												
Commonwealth A	0.16	40000		From:	00/		Cumberlan O0/				0.004		0.524	21000		2002
(421) (381) Commonwealth A	0.16	19000	G	94% To:	0%	3%	0% SR 381	2%	0%	F	0.084	F	0.534	21000	G	2003
				From:			ommonwea	lth Ave								
(421) State St	0.21	10000	G	92%	0%	2%	1%	4%	0%	F	0.088	F	0.547	11000	G	2003
721)	·		•		2,0					•	2.000	•			-	
Charles Or	0.01	0000		From:	001		5 Piedmon		- 00′	_	0.007		0.507	40000		0000
State St	0.34	9800	G	92%	0%	2%	1%	4%	0%	F	0.087	F	0.537	10000	G	2003
				To- From:		Truck U	S 11 Rand	all St								
State St	0.28	12000	G	92%	0%	2%	1%	4%	0%	F	0.082	F	0.514	13000	G	2003
$\overline{\qquad}$				To:	Go	odson St;	Tennessee	State Line	<b>;</b>							
Washington County																
C COMMENTAL COMMENT				From:			95-726									
(600)	0.45	240	R								NA			NA		1998
				To			95-777									
(600)	1.00	340	R	From:			)J-111				NA			NA		1998
(600)	1.00	J-10	11	To:			US 58		1		11/7			INA		1990
				r-				-	<u>.</u>							
	0.45		_	From:		US	58 SOUTI	1			<b>N</b> 1.0			A I A		40/00/000
601)	0.15	20	R								NA			NA		10/29/2001
				To: From:			95-756									
(601)	2.30	46	R								NA			NA		10/29/2001
				To:		US	58 NORTI	Н								

					Was	hington	Maintena	nce Are	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:			110 50									
602	1.20	60	R				US 58				NA			NA		10/29/2001
602)	0.70	80	R	From:		Smyth	County Lin	ne			NA			NA		10/29/2001
602	0.30	180	R	From:		Smyth	County Lin	ne	-		NA			NA		1998
	0.00	40		To: From:			603 EAST 603 WEST				NIA			NIA		40/20/2004
602	0.26	46	R	To:			ead End				NA			NA		10/29/2001
603)	0.56	720	G	97%	0%	2%	US 58 0%	1%	0%	С	0.087	F	0.627	730	G	2003
603)	0.35	800	G	From: 97%	0%	2%	95-755 <b>0</b> %	1%	0%	F	0.084	F	0.639	810	G	2003
603	0.25	820	G	From: 97%	0%	95- <b>2</b> %	602 West 0%	1%	0%	F	0.093	F	0.506	830	G	2003
				To:		Smyth	County Li	ne								
604)	1.00	100	R	From:		Smyth	County Lin	ne			NA			NA		1998
604)	1.20	190	R	From:			95-730				NA			NA		1998
604)	0.80	240	R	From:	,	JEFFERS(	ON FOR B	NDY	<u> </u>		NA			NA		1998
	4.00			From:	00/	95-60	05 SOUTH 05 NORTH		00/		0.400		0.004			0000
604)	1.30	290	G	97% To:	0%		0% 95-762	1%	0%	С	0.122	F	0.694	290	G	2003
605)	1.37	980	R	From:			SR 91				NA			NA		1998
605)	3.05	430	R	From:			95-724				NA			NA		1998
605)	3.75	480	R	From:		95-7	31 WEST				NA			NA		1998
605)	1.90	170	R	To: From:			95-871				NA			NA		1998
				To:		Smyth	County Li	ne								
606)	0.58	40	R	From:			County Lin	ne			NA			NA		10/25/2001
				To:			ead End									
607)	0.17	120	R	From:			95-762				NA			NA		1998
607)	1.00	170	R	From:			736 EAST				NA			NA		1998
				To:			County Li	ne								
608)	1.69	190	R	From:			95-762				NA			NA		1998
608)	3.30	230	R	From:			36; 95-761 County Li	20	<del>-</del>		NA			NA		1998
				From:				IC .								
609	1.18	1900	G	98%	0%	1%	Abingdon 0%	0%	0%	F	0.09	F	0.612	1900	G	2003
609	0.61	2000	G	From: 93%	3%	1%	95-879 <b>2%</b>	1%	0%	С	0.091	F	0.585	2000	G	2003
				To-			95-704									

					was	nington Maint	enance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		95-704									
600)	1.02	1600	G	98%	0%	1% 0%	5 0%	0%	F	0.111	F	0.621	1600	G	2003
609)				To:		95-694 WI									
609	0.11	1800	G	From: 98%	0%	1% 0%		0%	F	0.094	F	0.659	1800	G	2003
				To- From:		95-694 EA	ST								
609	1.10	1200	Α	98%	0%	1% 0%		0%	С	0.118	Α	0.535	1300	Α	2003
				To: From:		95-846		}							
609	0.36	1400	G	98%	0%	1% 0%		0%	F	0.091	F	0.593	1500	G	2003
				To: From:		SR 80 WE SR 80 EA									
609	1.48	970	G	98%	0%	1% 0%		0%	F	0.09	F	0.617	980	G	2003
				To		95-737 WI	ST								
609	0.07	2600	G	98%	0%	1% 0%		0%	F	0.082	F	0.502	2600	G	2003
				To		95-651									
609	0.55	2200	G	98%	0%	1% 0%	S 0%	0%	F	0.083	F	0.507	2200	G	2003
				To: From:		95-839									
609)	2.53	1300	G	86%	1%	13% 0%	1%	0%	С	0.089	F	0.535	1300	G	2003
				To:		WCL Glade	Spring								
Town of Glade Spring				From:		West of 1									
600	0.42	1300	N	86%	1%	WCL Glade : 13% 0%		0%	N	0.089	N	0.535	1300	N	2003
609)	0.72	1000	•••	To:	170		170	<del></del>	.,	0.000	.,	0.000	1000	.,	2000
600	0.06	2800	G	From: 86%	1%	95-750 13% 0%	5 1%	0%	F	0.085	F	0.534	2800	G	2003
609	0.00	2000	•	To:		SR 91 BUS; Gap		070	•	0.000	•	0.001	2000	Ü	2000
$\bigcirc$				From:		95-1309; Gap T	erminus								
609	0.16	690	R							NA			NA		1998
<u> </u>				From:		SR 91 Unde									
609)	0.62	740	G	98% To:	0%	1% 19		0%	С	0.093	F	0.542	750	G	2003
						ECL Glade S	pring								
Washington County				From:		ECL Glade S	pring	1							
609	0.41	740	N	98%	0%	1% 19		0%	Ν	0.093	Ν	0.542	750	Ν	2003
				To: From:		95-751									
609)	0.65	510	R	110111						NA			NA		1998
				To: From:		95-753		-							
609)	1.29	360	R	110						NA			NA		1998
<u> </u>				To:		Smyth Count	y Line								
$\bigcirc$	2.12			From:		95-645									4000
610	0.10	90	R	To:		Dead En	d			NA			NA		1998
				From:											
611)	0.40	60	R	r ioni.		Dead En	a			NA			NA		1998
611)	0.10	•	•••	To:		95-647 EA	ST			107			147		1000
$\bigcirc$				From:		95-647 WI	ST								
611)	0.48	1400	R							NA			NA		1998
	2.22	0000	_	From:		I-81 N RAI	/IPS			<b>.</b>					100-
611)	0.08	3300	R							NA			NA		1998
		400-		To: From:		I-81 S RAN	1PS								
611)	0.06	4900	R	_						NA			NA		1998
		:		From:	_	US 11									
611)	1.70	920	R	т		05.615.35	ITH			NA			NA		1998
<u> </u>				From:		95-645 SOI 95-645 NO									
611)	0.90	350	R	<u> </u>		20 0 10 110				NA			NA		1998
				To		95-681									
<del></del>					_				_	_				_	

Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
			From:				i							
1.70	250	R			70 001				NA			NA		1998
1.60	320		To: From:		95-633				NΙΛ			NΙΛ		1998
1.00	320	Κ	To:		95-700				INA			INA		1990
3.69	130	R	From:		70 700				NA			NA		10/18/200
0.08	100	R	From:		3.69 MN 95-700	)	-		NA			NA		1998
			To:											1000
5.51	390	R							NA			NA		1998
			To: From:											
4.74	190	R	To:		CD 90 COLITII				NA			NA		10/18/200
0.00		_	From:											4000
6.30	260	R	To:		05 747		i		NA			NA		1998
3.40	150	R	From:		95-747				NA			NA		10/22/200
			To-			ne								
3.20	30	R	110						NA			NA		10/25/200
			To:			ne								
3.93	540	G	99%	0%	0% 0%	1%	0%	F	0.113	F	0.591	550	G	2003
0.57			From:	00/	95-747 WEST	40/	20/		0.005		0.000	200		2000
0.57	790	G	99%	0%		1%	0% 	С	0.095	F	0.608	800	G	2003
2.47	1100	G	99%	0%	0% 0%	1%	0%	F	0.087	F	0.591	1100	G	2003
1.37	280	G	99%	0%	1% 0%	0%	0%	F	0.108	F	0.515	290	G	2003
0.00	040		From:		95-802		}		NIA			NIA		4000
0.20	240	ĸ	To		05.615				NA			NA		1998
0.30	170	R	From:		75-015				NA			NA		10/15/200
2.70	420		From:		95-873				NIA			NΙΔ		1000
3.70	130	К	To:		95-621				NA			NA		1998
1.26	480	G	99%	0%	1% 0%	0%	0%	С	0.092	F	0.633	490	G	2003
0.84	220	R	From:		95-622				ΝΔ			NΔ		1998
0.04	220	IX.	To		95-856				INA			INA		1990
1.50	110	R	From:						NA			NA		10/15/200
0.50	10	P	From:		95-623				NΙΔ			NΔ		10/15/200
0.50	10		To						INA			11//1		10/10/200
1.00	40	R	From:		95-/98; Gap Termi	nus			NA			NA		10/15/200
			To: From:											
1.60	80	R	T-:			×200			NA			NA		10/15/200
			To: From:		65-625 95-625									
2.70	140	R							NA			NA		10/15/200
	1.70 1.60 3.69 0.08 5.51 4.74 6.30 3.40 3.20 3.93 0.57 2.47 1.37 0.20 0.30 3.70 1.26 0.84 1.50 0.50 1.00	1.60       320         3.69       130         0.08       100         5.51       390         4.74       190         6.30       260         3.40       150         3.20       30         3.93       540         0.57       790         2.47       1100         1.37       280         0.20       240         0.30       170         3.70       130         1.26       480         0.84       220         1.50       110         0.50       10         1.00       40         1.60       80	1.70	1.70	1.70	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle 1Trail	Length AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail   1.70   250   R   95-681   95-681   1.60   320   R   95-700   1.60   320   R   95-700   1.60   320   R   95-700   1.60   320   R   95-700   1.60   3.69   MN 95-700   1.60   MN 95-700   1.60	Length AADT QA 4Tire Bus   2Axle 3+Axle 1Trail 2Trail   QC	Length AAD1   QA   4 lire   Bus   2Axle   3+Axle   1Trail   2Trail   QC   Factor	1.70	1.70   250   R	1.70	1.70

Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		95-626									
(614)	2.20	330	R			93-020				NA			NA		1998
				To:		95-700 WEST									
(C44)	2.00	210	R	From:		95-700 EAST	•			NA			NA		1998
(614)	2.00	2.0		To:		95-633 WEST				14/1			147.		1000
$\bigcirc$				From:		95-633 EAST	1								
614)	1.80	140	R	To:		95-662				NA			NA		11/05/200
				From:				<u>l</u>							
615	1.69	240	R			Scott County Li	ne			NA			NA		1998
615				To:		95-614									
				From:		Scott County Li	ne								
616	2.80	70	R							NA			NA		10/15/200
				To:		95-629 WEST									
616)	0.10	60	R	110111						NA			NA		10/15/200
				To: From:		95-629 EAST		-							
616	2.50	70	R							NA			NA		10/15/200
				To: From:		95-628		-							
616	1.40	150	R	<u>.</u>						NA			NA		1998
				To: From:		95-622 WEST		-							
616	1.17	700	G	99%	0%	0% 0%	0%	0%	С	0.091	F	0.603	710	G	2003
				To: From:		95-622 EAST	,	]-							
616)	1.50	160	R	110111						NA			NA		1998
				From:		95-798		]							
(616)	2.90	100	R							NA			NA		1998
				To: From:		95-625 WEST									
(616)	1.00	130	R							NA			NA		1998
				To: From:		95-625 EAST									
616)	1.80	70	R	_						NA			NA		10/15/2001
				From:		95-614 NORT									
(616)	1.40	46	R	<u> </u>		<i>75</i> 0115001				NA			NA		10/18/200
				To:		95-626									
				From:		Scott County Li	ne								
(617)	0.60	60	R							NA			NA		10/15/2001
0				From:		95-618									
(617)	1.10	120	R	т.,		05 (20 GOLIE				NA			NA		10/15/2001
				To: From:		95-630 SOUT 95-630 NORT									
617)	3.50	280	R	<u></u>						NA			NA		1998
				To: From:		95-700 NORT									
(47)	2.40	330	R	FIOIII.		95-700 SOUT	H			NA			NA		1998
617)	2.10	000	•••	To:		95-633				1471					1000
				From:		US 58									
618	2.80	130	R	<u></u>						NA			NA		10/15/2001
				To		95-617									
$\sim$				From:		95-613									
619	0.80	60	R	To:		D 10 1				NA			NA		10/22/2001
				En		Dead End									
(620)	0.90	45	R	enon!		95-614				NA			NA		10/15/200
620	0.50	70	11	To:		95-802				1 1/-7			INA		10/10/200
				From:		95-614									
621)	0.30	430	G	98%	0%	1% 0%	0%	0%	С	0.100	F	0.5	440	G	2003
$\bigcirc$				To:		95-802									

					vvas	nington Maintena	ince Are	a							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		95-640		1							
622	1.57	1200	G	98%	0%	1% 0%	0%	0%	С	0.091	F	0.643	1200	G	2003
622)				To: From:		95-700									
622	2.57	840	G	98%	0%	1% 0%	0%	0%	F	0.096	F	0.564	850	G	2003
<u> </u>				To:		95-616 EAST									
	1.07	630	•	From:	0%	95-616 WEST 1% 2%	1%	0%	0	0.00	_	0.677	640	0	2002
622	1.07	630	G	96% To:	0%	1% 2% 95-614	170	0%	С	0.09	F	0.677	640	G	2003
				From:		95-614		<u>-</u> !							
623	0.50	60	R			73-014				NA			NA		10/15/200
				To-		95-802									
				From:		95-614									
624	0.70	20	R							NA			NA		10/15/200
				To:		Dead End									
	1.00	420	В	From:		95-614				NIA			NΙΔ		10/15/200
625	1.20	130	R	To		95-616 WEST				NA			NA		10/15/200
				From:		95-616 EAST									
625)	2.00	210	R							NA			NA		1998
				To: From:		95-700 WEST 95-700 EAST									
625	2.37	300	R			93-700 EAS1				NA			NA		1998
023				To		95-633 EAST									
625	1.23	390	R	From:		93-033 EA31				NA			NA		1998
020				To		95-657 NORTH	ſ								
625	1.45	1200	R	From:		93-037 NORTH	ı			NA			NA		1998
				To		95-645 WEST		1.							
625	2.06	1000	R	From:		75-043 WEST				NA			NA		1998
020				To:		US 11									
				From:		95-700									
626	4.40	130	R							NA			NA		10/18/200
				To:		95-614									
	0.00	00	_	From:		Dead End				NIA			NIA		44/00/000
627	2.00	90	R							NA			NA		11/08/200
	1.10	220		From:		95-628				NIA			NIA		4000
627)	1.10	230	R	To:		95-700 WEST				NA			NA		1998
				From:		95-700 EAST									
627)	2.10	470	R							NA			NA		1998
				To: From:		95-633 EAST 95-633 WEST									
627)	0.60	570	R			93 033 WEST				NA			NA		1998
<u></u>				To		95-656		1.							
627)	1.40	170	R	From:		75 050				NA			NA		11/08/200
<u></u>				To:		95-641 Camp Groun	d Rd								
_				From:		95-627									
628	4.00	10	R							NA			NA		10/15/200
				To:		95-616									
<u> </u>	4.40	450	-	From:		95-617				NI A			NIA.		4000
629	4.10	150	R	To:		95-616 WEST				NA			NA		1998
				From:		95-616 WEST 95-616 EAST									
629	0.05	NA		<u>.                                    </u>						NA			NA		
				To:		Dead End									
$\sim$				From:		Tennessee State L	ine								
630	0.20	470	R	т		05 (22 1175=				NA			NA		1998
				To:		95-633 WEST									

					v v as	miglom	nan itenie		Ja							
Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		$\cap$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		95-6	33 EAST									
630	1.20	290	R			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	22 13 13 1				NA			NA		10/15/200
	4.70	200		To: From:		9.	5-855				NIA			NIA.		4000
630	1.70	290	R	T			IG 50				NA			NA		1998
630	2.30	230	R	From:		<u> </u>	JS 58				NA			NA		1998
				To: From:		95-61	7 SOUTH	I								
630	1.00	60	R								NA			NA		10/15/200
630)	0.61	150	R	From:		95-61	7 NORTH	I			NA			NA		10/15/200
030)				To:		9.	5-616									
$\bigcirc$	4.00	400		From:		9.	5-630				NIA			NIA		40/45/200
631)	1.20	190	R	To:		9.	5-700				NA			NA		10/15/200
				From:		U	JS 58									
632	2.30	150	R	To:		9	5-630				NA			NA		10/15/200
				From:			ee State L	ine								
633	1.50	540	G	98%	0%	1%	1%	1%	0%	С	0.093	F	0.51	550	G	2003
	1.96	1200	G	From: 98%	0%	9. 1%	5-635 1%	1%	0%	F	0.105	F	0.631	1200	G	2003
633	1.90	1200		To-	0 70	US 5	8 WEST	1 /0	0 70	,	0.103		0.031	1200	<u> </u>	2003
633)	2.56	890	G	98%	0%	US 5	0%	0%	0%	С	0.09	F	0.627	900	G	2003
				To:		95-641 Ca										
633)	2.26	790	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.519	810	G	2003
	1.73	1900	G	From: 98%	0%	9. 1%	5-640	00/	0%		0.084	F	0.551	1900	G	2003
(633) (633)	1.73	1900	<u> </u>	To	076		0% 59 EAST	0%	0%	F	0.004	Г	0.551	1900	G	2003
(633)	1.05	210	R	From:							NA			NA		1998
				To: From:			25 WEST 25 EAST									
633	1.23	210	R	, <del></del>					•		NA			NA		1998
	0.70	200		From:	00/		5-661	00/	00/	_	0.404	_	0.504	000		0000
633	0.78	680	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.581	690	G	2003
633	2.23	660	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.537	670	G	2003
				From:			5-611									
633)	1.95	740	G	98%	0%	1%		0%	0%	F	0.096	F	0.596	750	G	2003
633	0.48	530	R	From:		US 19	NORTH	[			NA			NA		1998
000)				To:		US 19	9 SOUTH	[								
	1.60	70	R	From:		De	ad End				NA			NA		11/08/200
634)	1.00	70	K	To:		9.	5-700				INA			INA		11/00/200
$\overline{}$				From:		9.	5-636									1000
635)	0.60	130	R	To:		9.	5-633				NA			NA		1998
				From:			ee State L	ine								
636	1.90	210	R	To:		0	5-637				NA			NA		1998
				From:			L Bristol									
637)	0.94	380	R	<u> </u>							NA			NA		1998
				To:		9.	5-636									

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Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			ιν.	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		95-636									
637)	0.50	120	R			75 050			l	NA			NA		1998
				To		95-633									
$\bigcirc$	0.04		_	From:		US 58				<b></b>					4000
638)	0.24	60	R	To:		US 58				NA			NA		1998
				From:		NCL Bristol									
639	0.99	310	R						l	NA			NA		1998
				To:		Dead End									
$\bigcirc$	0.00	0000		From:	00/	95-641	40/	-00/		0.000		0.050	0700		0000
640	0.60	2600	N	98%	0%	1% 0%	1%	0%	N	0.086	N	0.658	2700	N	2003
	0.35	2600	G	From: 98%	0%	95-1120 1% 0%	1%	0%	С	0.086	F	0.658	2700	G	2003
640	0.33	2000	G	9070	070			0%	ı	0.000	Г	0.000	2700	G	2003
640	1.36	2600	N	From: 98%	0%	0.35 M N 95-112 1% 0%	20 1%	0%	N	0.086	N	0.658	2700	N	2003
640	1.00	2000	.,	To:	070	95-656 SOUTH		<del></del>	.,	0.000		0.000			2000
640	1.33	2400	G	From: 98%	0%	1% 0%	1%	0%	F	0.089	F	0.629	2400	G	2003
640				To:		95-633									
640	1.25	2500	G	98%	0%	1% 0%	1%	0%	F	0.090	F	0.578	2500	G	2003
				To		95-622		<del></del> ,							
640	0.78	990	G	98%	0%	1% 0%	1%	0%	F	0.086	F	0.536	1000	G	2003
				To		95-700									
<u> </u>				From:		NCL Bristol									
641) Camp Ground Rd	0.02	1200	G	98%	0%	1% 0%	1%	0%	С	NA			1200	G	2003
$\overline{}$	2.50	F70		From:		95-640				0.000		0.000			2002
641)	2.59	570	G	_					İ	0.088	F	0.636	580	G	2003
(A)	0.97	330	R	From:		95-633				NA			NA		1998
641)	0.57	330		To:		05 827			1	INA			IVA		1550
(641)	0.92	280	R	From:		95-827				NA			NA		1998
041)				To:		95-700									
				From:		95-858									
642)	0.63	160	R						i	NA			NA		1998
				To:		95-858									
	0.19	30	R	From:		SR 91				NA			NA		1998
643)	0.10	00	• • • • • • • • • • • • • • • • • • • •	To:		SR 91				14/ (			14/1		1000
				From:		Dead End									
644)	0.50	360	R							NA			NA		1998
				To		95-640									
$\bigcirc$	4.05	4700	•	From:	00/	NCL Bristol	00/	-00/	١	0.400	_	0.507	4000	_	0000
(645)	1.25	1700	G	96%	0%	2% 1%	2%	0%	F	0.106	F	0.567	1800	G	2003
	0.68	2200	G	From: 96%	0%	95-657 2% 1%	2%	0%	F	0.097	F	0.512	2200	G	2003
(045)	0.00	2200	3	30 /0	U /0			U /0		0.031		0.512	2200	J	2003
645 645 645	0.13	2200	G	From: 96%	0%	0.68 MN 95-65 2% 1%	2%	0%	F	0.096	F	0.516	2400	G	2003
	0.10				<b>J</b> /0					0.000					
645)	0.31	4100	G	From: 96%	0%	95-659 SOUTE 2% 1%	2%	0%	С	0.085	F	0.542	4300	G	2003
645)				To:		95-659 NORTH									
645)	0.76	3100	G	96%	0%	2% 1%	2%	0%	F	0.089	F	0.531	3300	G	2003
(0-10)	- · <del>-</del>	- =	-	To		95-625 WEST									
(645) (645)	0.71	2500	G	From: 96%	0%	2% 1%	2%	0%	F	0.093	F	0.505	2600	G	2003

						T				1/		D:=			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		95-1717		ı							
645)	1.02	1900	G	96%	0%	2% 1%	2%	0%	F	0.098	F	0.658	2000	G	2003
				To: From:		95-661									1000
645)	2.54	1600	R	_						NA			NA		1998
645)	1.65	1300	R	From:		95-662 EAST				NA			NA		1998
<u> </u>				To-		95-611 EAST									
645	1.67	1500	R							NA			NA		1998
				To: From:		WCL Abingdor SR 91	1								
(646)	0.36	30	R			3K 71				NA			NA		1998
				To:		SR 91									
647	1.77	4800	G	97%	0%	ECL Bristol 1% 1%	1%	0%	F	0.085	F	0.586	5000	G	2003
(647)				To:	070	95-649 WEST	170			0.000	•	0.000			2000
647)	1.91	3200	G	97%	0%	1% 1%	1%	0%	С	0.095	F	0.575	3400	G	2003
				From:		95-666									
647)	2.94	2500	G	97%	0%	1% 1%	1%	0%	F	0.093	F	0.695	2600	G	2003
647)	1.72	2200	G	From: 97%	0%	95-663 1% 1%	1%	0%	F	0.095	F	0.696	2200	G	2003
				To:		95-611 WEST									
647)	1.36	2300	G	98%	0%	1% 1%	1%	0%	F	0.108	F	0.607	2300	G	2003
				From:		95-1521			_		_				
647	0.24	3800	G	98%	0%	1% 1%	1%	0%	F	0.093	F	0.663	3800	G	2003
647)	0.28	4800	G	From: 98%	0%	95-1520 1% 1%	1%	0%	С	0.095	F	0.644	4900	G	2003
				To: From:		FR-24		-							
647)	0.03	5500	G	98%	0%	1% 1%	1%	0%	F	0.09	F	0.606	5500	G	2003
(647) (647)	0.45	40000		From:	00/	I-81	40/			0.000		0.540	10000		0000
(647)	0.15	12000	G	98% To:	0%	1% 1% SCL Abingdon	1%	0%	F	0.090	F	0.516	12000	G	2003
_				From:		95-647									
648)	0.80	1900	R							NA			NA		1998
	0.70	1200	R	From:		95-649				NA			NA		1998
648)	0.70	1200		To:		Dead End				INA			INA		1990
$\overline{}$				From:		95-650									
649	0.40	3500	G	98% To:	0%	1% 1% 95-647 WEST	1%	0%	С	0.097	F	0.580	3800	G	2003
				From:		95-647 EAST									
649	0.70	650	R							NA			NA		1998
640	0.10	650	R	From:		95-1450				NA			NA		1998
649		<del>-</del>		To:		95-648				• •			•		
	0.00	0700		From:	001	Tennessee State L		001	^	0.007	-	0.000	2000		0000
(650)	0.30	3700	G	98%	0%	0% 1%	1%	0%	С	0.087	F	0.620	3800	G	2003
(650)	0.70	390	R	From:		95-649				NA			NA		1998
				To:		95-654									
	0.00	60	Б	From:		95-609				NIA			NIA		1000
(651)	0.20	60	R	To:		95-737				NA			NA		1998

Route	Length	AADT	QA	4Tire	Bus	2Axle	Truc	ck	OT:	- QC	K Factor	QK	Dir	AAWDT	QW	Year
Washington County								TTTall	ZTraii		Factor		Factor			
	0.20	40	R	From:		95	5-609				NA			NA		10/25/2001
(652)	0.20	40	K	To:		95	5-753			1	INA			INA		10/23/200
				From:			5-663									
653	0.20	40	R								NA			NA		1998
				To:			ad End									
(F)	1.70	490	R	From:		95	5-647				NA			NA		1998
654)	1.70	430	IX.	To:		95	5-666				INA			INA		1990
				From:		95	5-640									
655)	2.10	560	R							1	NA			NA		1998
				To:			5-645									
(F)	0.43	700	R	From:		95	5-627				NA			NA		1998
656	0.43	700	K	To:		***	D 1		1	ī	INA			INA		1990
(656)	0.07	700	R	From:		Urban	Boundary				NA			NA		1998
030				To:			40 North									
	2.10	970	_	From:		95-64	40 South				NIA			NIA		1000
656	2.10	870	R	To:		95	5-657				NA			NA		1998
				From:			5-645									
657)	0.45	1500	R								NA			NA		1998
				To: From:		95	-1021			<u> </u>						
657)	1.80	1200	R	_						1	NA			NA		1998
				To: From:			9 SOUTH 9 NORTH									
657)	0.80	890	R								NA			NA		1998
				To: From:			NORTH									
657)	1.40	390	R			95-623	5 SOUTH				NA			NA		1998
(657)				To:		95	5-661									
				From:		S	R 75									
658	0.41	370	R	To:		0/	5 (70			I	NA			NA		1998
				From:			5-670									
(659)	1.07	4300	G	97%	0%	1%	Bristol 1%	1%	0%	С	0.091	F	0.596	4500	G	2003
000				To:		95-645	5 SOUTH									
(F)	2.19	1000	G	97%	0%	95-645 1%	NORTH 1%	1%	0%	l F	0.095	F	0.633	1000	G	2003
(659)	2.19	1000	G	91 /0	0 70			1 /0	0 70	, I	0.093	'	0.033	1000	G	2003
650	2.06	120	G	From: 97%	0%	1%	33 EAST 1%	1%	0%	F	0.142	F	0.605	120	G	2003
659				To:	- / 0		5-660			· 						
659	0.70	80	R	From:		9.	. 000				NA			NA		1998
				To:		95	5-700									
$\bigcirc$				From:		Dea	ad End									
660	0.40	60	R	To:		04	5-659			Ī	NA			NA		11/05/2001
				From:			5-645									
661)	0.40	990	G	94%	1%	3%	2%	1%	0%	С	0.096	F	0.79	1000	G	2003
				To:			5-657									
(661)	0.80	750	G	94%	1%	3%	2%	1%	0%	F	0.097	F	0.686	770	G	2003
				To:		95	5-633									
$\bigcirc$	c	<b>6</b> =6	_	From:		95-64	5 WEST				<b>.</b>					4000
662	0.77	270	R								NA			NA		1998
	0.55	160	R	From:		95	5-804			<b>-</b>	NA			NA		1998
662	0.55	100	ĸ	To:		95-64	45 EAST				INA			INA		1990
						75 0-										

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						ngton Maintena									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		95-908 NORTH									
(670)	0.39	590	R							NA			NA		1998
				To:	SR 7	75 NORTH; Gap T	erminus								
(270)	0.03	1500	R	FIOIII.	9	95-665; Gap Term	inus			NA			NA		1993
(670)	0.00	1000		To:		SR 75 MID				147 (			14/ (		1000
$\bigcirc$				From:		SR 75 SOUTH	[								
670	0.43	1800	R							NA			NA		1998
				From:		95-658									
670	2.88	1700	R							NA			NA		1998
				From:		95-674									
670	0.60	470	R	Ter						NA			NA		1998
				To:		95-673									
	4.40	450	_	From:		95-665				N.1.0			NIA		44/04/0004
671	1.40	150	R	To:		Dead End				NA			NA		11/01/2001
				From:											
(270)	2.51	950	R	r tom.		95-664				NA			NA		1998
672	2.51	330	1	To:	-	SR 75	-	Ī		INA			INA		1990
				From:		Tennessee State L	ine								
673	1.10	360	R	<u> </u>		Termessee State L	anc			NA			NA		1998
673)				To:		05 (70									
673)	1.70	190	R	From:		95-670				NA			NA		1998
(673)	1 0	100	•••	To:		95-759							147		1000
				From:		95-670		Ī							
674)	1.20	600	R	<u> </u>		75 070				NA			NA		1998
<u> </u>				To:		95-759									
674)	0.50	520	R	From:		93-739				NA			NA		1998
674)	0.00	0_0		To:			<i>m</i> :								.000
	3.00	540	R	From:	Tenness	see State Line; Gap	o Terminus	S		NA			NA		1998
674	5.00	340	1	To:		95-710				INA			INA		1990
				From:		95-677		<u> </u>							
675)	0.70	670	R	L	-	95-011	-			NA			NA		1998
073				To:		05.020									
(675)	1.79	540	R	From:		95-829				NA			NA		1998
(675)	1.70	040		. —						147 (			147 (		1000
	1.10	210	R	From:		1.80 ME 95-829	)			NA			NA		1998
675)	1.10	210	K	To:		Dead End				INA			INA		1990
				From:		95-670									
676	1.91	80	R	<u> </u>		93-070				NA			NA		11/01/2001
070				To:		1.01 ME 05.77									
070	0.09	110	R	From:	-	1.91 ME 95-670	)			NA			NA		11/01/2001
676 676	0.00			. —						147 (			147 (		11/01/2001
	0.40	370	R	From:		95-672				NA			NA		1998
(676)	0.48	3/0	K							INA			INA		1990
	0.70	220		From:		95-906				NIA			NIA		4000
(676)	0.70	220	R	To		Dead End		1		NA			NA		1998
				From:											
677	0.21	1100	G	97%	0%	SR 75 1% 1%	1%	0%	F	0.092	F	0.684	1100	G	2003
011)	0.21	1100	3	J1 /0	0 /0		1 /0	U /U	'	0.032	•	0.004	1100	J	2000
	2.00	2000	-	From: Q <b>7</b> 0/-	00/	95-902	10/	00/		0.404		0.570	2100		2002
		<b>2000</b>	G	97%	0%	1% 1%	1%	0%	F	0.104	F	0.579	2100	G	2003
677	2.80			_											
(677) (677)	1.20	2300	G	From: 97%	0%	95-1810 1% 1%	1%	0%	С	0.088	F	0.596	2300	G	2003

					Wash	nington Maintena	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		110.50		-							
(277)	2.10	1400	R	rioni.		US 58				NA			NA		1998
(677)	2.10	1400		To:		US 11				147 (			14/ (		1000
				From:		Dead End		i							
678)	0.80	1100	R	<u> </u>						NA			NA		1998
				To:		95-670									
				From:		95-663									
679	0.16	20	R							NA			NA		11/08/200
				To:		Dead End									
			_	From:		NCL Bristol									4000
680	2.11	360	R	To:		05 641 Comm Cross	'4 D 4			NA			NA		1998
						95-641 Camp Groun	ia Ka								
	0.60	380	R	From:		95-611				NA			NA		1998
681)	0.00	300	K							INA			INA		1990
$\overline{}$	4.50	4400		From:		95-683				NIA.			NIA		4000
681)	1.58	1400	R	To:		WCL Abingdon	,			NA			NA		1998
				From:			1								
683)	0.55	180	R			Dead End				NA			NA		11/05/200
(683)	0.00	100		To:		95-681				147 (			14/ (		11/00/200
				From:		95-766		Ī							
684)	1.80	130	R	<u> </u>		70 100				NA			NA		11/05/200
001)				To:		95-891									
(684)	1.10	250	R	From:		73-071				NA			NA		1998
004)				To:		95-700 MID									
$\bigcirc$				From:		95-700 EAST									
684	3.80	90	R							NA			NA		10/18/2001
				From:		95-898									
684)	1.00	170	R	_						NA			NA		1998
				To:		95-700 WEST									
	0.00	70	_	From:		NCL Bristol				NI A			NIA		4000
685)	0.06	70	R	To:		Dead End				NA			NA		1998
				From:											
	0.43	5	R	From:		Dead End				NA			NA		10/22/200
686	0.43	3	K	To:		95-745 SOUTH	I			INA			INA		10/22/200
				From:		95-745 NORTH									
686	1.50	80	R							NA			NA		10/22/2001
				To:		95-746									
$\bigcirc$				From:		95-611									
687)	0.51	260	R							NA			NA		10/18/2001
<u> </u>				From:		0.51 MN 95-61	1								
(687)	0.11	270	R							NA			NA		10/18/2001
687       687				From:		0.62 MN 95-61	1								
(687)	0.30	280	R							NA			NA		10/18/2001
				To:		95-689									
$\sim$				From:		95-689									
688	0.45	70	R	т —		B 127				NA			NA		10/18/2001
				To:		Dead End		<u></u>							
	0.40	050	_	From:	001	US 19	401	00/	^	0.004	_	0.00-	000	^	0000
689	3.10	850	G	96%	0%	1% 2%	1%	0%	С	0.094	F	0.627	860	G	2003
			_	From:		95-688			.=						
(689) (689)	0.50	630	G	96%	0%	1% 1%	1%	0%	С	0.1	F	0.561	630	G	2003
				To: From:		95-687		}							
(689)	6.90	260	G	93%	1%	1% 2%	5%	0%	С	0.126	F	0.636	260	G	2003
				To:		SR 80									

						T	ruck		_	K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axl	e 1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Washington County				From:		US 19		1							
690	2.00	440	R							NA			NA		1998
				To:		Dead End									
(004)	1.00	80	R	From:		SR 80				NA			NA		10/18/2001
691)	1.00	00		To:		Dead End				INA			14/4		10/10/2001
				From:		NCL Abingdo	n								
692	0.46	1700	G	98%	0%	1% 0%	0%	0%	С	0.095	F	0.661	1700	G	2003
				From:	201	95-1510	201	201					4.400		
692	0.41	1100	G	98%	0%	1% 0%	0%	0%	F	0.09	F	0.683	1100	G	2003
	2.56	790	G	From: 98%	0%	95-695 1% 0%	0%	0%	F	0.101	F	0.685	810	G	2003
692	2.00	700		To:	070	95-700	070	070	•	0.101		0.000	010	0	2000
$\bigcirc$	4.00	400		From:		95-700 EAS	Γ			NΙΔ			NIA		40/40/2004
692	1.28	490	R							NA			NA		10/18/2001
(602)	0.73	390	R	From:		1.28 MN 95-7	00			NA			NA		10/18/2001
692	0.70			To		95-765				1471			147 (		10/10/2001
692	0.34	250	R	From:		93-703				NA			NA		1998
				To		95-611									
				From:		95-699									
693	2.42	220	R	To:		95-700		1		NA			NA		1998
				From:		95-706		1							
694)	2.10	290	R			93-700				NA			NA		1998
				To:		US 11									
694)	1.20	540	R	From:				•		NA			NA		1998
				To: From:		95-609 WES 95-609 EAS									
694)	0.18	760	R	<u> </u>		93-009 EA3				NA			NA		1998
				To: From:		95-811									
(694)	1.62	660	R	riom.						NA			NA		1998
				To- From:		95-740 95-740 EAS	Γ								
(694)	1.00	220	R			93-740 EAS				NA			NA		1998
				To:		95-779									
$\bigcirc$				From:		95-692									4000
(695)	0.60	230	R							NA			NA		1998
	1.70	140	R	From:		95-697				NA			NA		1998
695)	1.70	140	IX.	To:		05.606				INA			INA		1990
(695)	1.30	90	R	From:		95-696		[		NA			NA		1998
				To:		95-700 EAS									
G05	0.70	10	R	From:		95-700 WES	Γ			NA			NA		10/18/2001
695)	0.70	10	IX.	To:		Dead End				INA			INA		10/10/2001
				From:		95-695									
(696)	1.55	60	R							NA			NA		10/22/2001
				To:		95-693		!							
(607)	1.84	380	R	From:		95-695				NA			NA		1998
697)	1.04	300		To		NCL Abingdo	on			11/7			13/7		1556
				From:		Dead End			_						
(698)	0.12	30	R	_						NA			NA		1993
				To:		95-663									

							iviali ilei i									
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Vashington County				From:		NCI	_ Abingdor		ī							
599	2.94	2000	R			NCI	. Admiguoi	1			NA			NA		1998
				To: From:			95-693		1							
699	0.90	490	R	FIOIII.							NA			NA		1998
				To-			95-740									
	0.04	4000	•	From:	00/		US 58	00/	00/	_	0.005	_	0.550	4000	0	0000
700	0.04	1300	G	97%	0%	2%	0%	0%	0%	F	0.095	F	0.552	1300	G	2003
	1.36	750	G	From: 97%	0%	2%	95-631 <b>0</b> %	0%	0%	С	0.101	F	0.57	760	G	2003
700	1.50	750	G	91 /0 	0 70				0 /0	C	0.101		0.57	700	G	2003
700	1.50	590	G	From: <b>97%</b>	0%	2%	17 NORTH 0%	0%	0%	F	0.096	F	0.539	590	G	2003
700	1.00			To	0,0						0.000		0.000			
700	1.29	550	G	From: 97%	0%	2%	amp Grour	0%	0%	F	0.108	F	0.525	550	G	2003
				To:			527 WEST									
700	0.95	820	G	97%	0%	2%	0%	0%	0%	F	0.081	F	0.507	830	G	2003
				To			95-640									
700	1.70	410	R	From:							NA			NA		1998
				To- From:			95-622		-							
700	1.75	450	R	rioni.							NA			NA		1998
				To: From:			95-659									
700	3.75	420	R								NA			NA		1998
				From:		95-6	614 WEST		-							
700	3.40	1400	R								NA			NA		1998
				From:			US 19									
700)	0.07	790	R	. —							NA			NA		1998
				To: From:			775 WEST 775 EAST									
700	1.00	740	R						-		NA			NA		1993
				To: From:		95-6	684 WEST		-							
700	3.31	620	R								NA			NA		1993
				To: From:		95-	692 EAST									
700	3.10	380	R								NA			NA		1998
				From:		95-7	741 WEST									
700	1.80	290	R								NA			NA		1998
				From:			SR 80									
700	6.41	290	R	To:			95-745		1		NA			NA		1998
				From:												
701)	0.23	800	R			Tennes	see State I	ine			NA			NA		1998
101)				To:			SR 75									
				From:		NCI	Abingdor	1								
702	0.13	570	R								NA			NA		1998
				To:			95-699									
<del></del>	1.40	690	R	From:			95-740				NA			NA		1998
703)	1.40	090	K	. —							INA			INA		1990
702)	1.30	310	R	From:			95-743				NA			NA		1998
703				To:		SR 8	80 NORTE	I	1							
$\bigcirc$	_		_	From:			80 SOUTH									
703	2.74	190	R	To:			95-700		<del></del> 1		NA			NA		1998
				From:					<u> </u>							
704)	0.72	2200	G	85%	1%	3%	US 11 1%	10%	0%	F	0.096	F	0.655	2200	G	2003
(704)				JU / U	. / 0										_	

					vvas	hington Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				F											
$\bigcirc$	0.00	4000	_	From:	40/	0.72 MN US 1		00/	_	0.000		0.055	0000	_	0000
(704)	0.03	1900	G	85%	1%	3% 1%	10%	0%	F	0.096	N	0.655	2000	G	2003
				To: From:		95-879									
704)	0.35	3700	G	85%	1%	3% 1%	10%	0%	С	0.095	F	0.674	3800	G	2003
				To-		95-609									
				From:		95-706									
705)	1.23	230	R							NA			NA		1998
(100)				т.,		25.224									
$\bigcirc$	0.70	F20		From:		95-904				NIA			NΙΔ		4000
705)	0.70	530	R	To:		05.655				NA			NA		1998
						95-677		J							
				From:		US 58									
706	0.30	770	R							NA			NA		1998
				To:		95-1227		<u> </u>							
(706)	2.18	430	R	From:		) ( 122 <u>)</u>				NA			NA		1998
706				. —											
$\bigcirc$	4.00		_	From:		95-694									1000
706)	1.90	180	R	. —						NA			NA		1998
				To:		95-803									
_				From:		Dead End									
(707)	1.30	50	R							NA			NA		11/08/200
				To:		95-706									
				From:		SR 91									
708	2.80	1600	R			22272				NA			NA		1998
708)				To:		US 58 MID									
				From:		US 58 SOUTH	ł								
708	1.37	80	R	<u>-</u>						NA			NA		11/01/2001
				To:		05.700		1							
	1.05	040	-	From:		95-722				NΙΔ			NΙΛ		1000
708)	1.05	840	R	т.,		HG 50 NORTH	<b>T</b>	1		NA			NA		1998
				To:		US 58 NORTI	1								
				From:		95-722									
(709)	0.90	280	R	<u> -</u>						NA			NA		1998
				To:		95-803									
				From:		Tennessee State I	Line								
(710)	2.70	270	R							NA			NA		1998
V-10						0.5.654									
$\bigcirc$	4.50	070		From:		95-674				NI A			NIA		4000
710	1.52	670	R							NA			NA		1998
				To: From:		95-722		-							
710	1.40	280	R							NA			NA		11/01/2001
				To:		95-708									
				From:		95-710									
(711)	1.50	200	G	99%	0%	0% 0%	0%	0%	F	0.147	F	0.574	210	G	2003
(711)	1.00	_00	•	30 /0	<b>U</b> /0		O 70	J /0	•	J. 171	•	5.017	210	5	2000
$\overline{}$				From:		95-712					_				
(711)	1.31	250	G	99%	0%	0% 0%	0%	0%	С	0.107	F	0.607	250	G	2003
				To: From:		95-833		].							
711)	0.03	50	R	riom:						NA			NA		1995
				To:		US 58 WEST		j							
				From:		US 58 EAST									
(711)	0.46	200	R							NA			NA		1998
				To:		OLD US 58 EA	ST								
				From:		Dead End									
(742)	1.20	60	R			Dead Ella				NA			NA		11/01/2001
712	1.20	30	11							14/7			INA		11/01/200
				To: From:		95-713									
712	0.50	140	R							NA			NA		1998
				To		95-711									
(712)	1.43	360	R	From:		75-111			_	NA		_	NA	_	11/01/2001
712)	1.43	550	17	To:		US 58 SOUTE	ı	<del></del> 1		14/7			INA		11/01/200
				1		03 36 30011	1								

					vvas	mington Mainten									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		US 58 NORTI	H	1							
712	1.10	150	R	_						NA			NA		1998
				To: From:		95-719									
713	0.70	30	R	rioin.		Dead End				NA			NA		11/01/2001
				To:		95-712									
	1.50	130	R	From:		95-731				NA			NA		10/25/2001
714)	1.50	130	K	To		95-733				INA			INA		10/25/200
714)	1.15	160	R	From:		93-133				NA			NA		10/25/2001
				To: From:		95-762									
(714)       (714)	1.60	350	R							NA			NA		10/25/200
	0.40	400		To: From:		95-736 SOUT	Н								1000
(714)	0.40	480	R			0.5 = 0.110 p.m.				NA			NA		1998
714)	1.80	820	R	From:		95-736 NORT	Н			NA			NA		1998
				To- From:		US 11									
714)	0.08	20	R							NA			NA		1998
				To: From:		Dead End									
715)	1.49	200	R	From:		Dead End				NA			NA		1998
(713)				To:		US 58 WEST	•								
715)	0.43	70	R	From:						NA			NA		1998
				To:		US 58 EAST									
(716)	0.79	910	G	From: 98%	0%	Tennessee State 1 % 0%	Line 0%	0%	F	0.087	F	0.535	920	G	2003
(710)				To:	0,70	SCL Damascu			·	0.00.		0.000			
Town of Damascus				From:		agr. P									
716)	0.26	910	N	98%	0%	SCL Damascu	s 0%	0%	N	0.087	N	0.535	920	N	2003
				To: From:		95-1210									
716	0.48	1300	G	98%	0%	1% 0%	0%	0%	С	0.093	F	0.542	1300	G	2003
				From:		95-1203					_				
716	0.14	1600	G	98%	0%	1% 0%	0%	0%	F	0.097	F	0.540	1600	G	2003
716)	0.09	1900	G	From: 98%	0%	95-1205 1% 0%	0%	0%	F	0.099	F	0.581	1900	G	2003
710	0.00			To:		US 58				0.000		0.001			
716	0.07	460	R	From:		65 56				NA			NA		1998
				To:		95-1222									
Washington County				From:		Dead End		1							
(717)	0.80	30	R							NA			NA		11/08/2001
				To:		95-663									
(740)	0.12	90	R	From:		95-858				NA			NA		1998
718)	0.12	30	- 1	To:		US 58				INA			14/4		1000
718)	0.97	870	R	From:						NA			NA		1998
				To:		95-788									
$\bigcirc$	2.11	280	R	From:		95-708				NA			NA		1998
719	2.11			To:		95-788		1		11/7			INA		1330
				From:		95-722									
720	2.40	350	R	Tar		05 501				NA			NA		1998
				To:		95-721									

					Washington Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	K QK Dir il Factor Facto	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	V Year
Washington County				From:	SR 91			
(721)	0.70	380	R	<u> </u>	SR 91	NA NA	NA	1998
(721)				To	95-722 EAST			
$\bigcirc$				From:	95-722 WEST			
721)	1.30	280	R			NA	NA	1998
				To: From:	95-720	]		
(721)	0.72	30	R			NA	NA	11/08/200
				To:	Dead End			
<u> </u>				From:	95-710			
722	1.80	610	R			NA	NA	1998
				To: From:	US 58 NORTH			
700	0.90	830	R		US 58 SOUTH	NA NA	NA	1998
722	0.50	000	- 1			TV/3	IVA	1000
	0.50	400	_	From:	95-720			4000
722	2.50	420	R			NA _	NA	1998
				From:	95-709	]		
722)	0.79	120	R			NA	NA	1998
				To: From:	SR 91 WEST			
	0.05	80	R	r tolli.	SR 91 E; 95-736	L NA	NA	1998
722	0.05	00	K			INA	NA.	1990
				From:	0.05 MW SR 91 EAST	J		40,000,000
722	0.36	50	R			NA	NA	10/29/200
				From:	95-774			
722	0.30	48	R			NA	NA	10/29/200
				To:	Dead End			
723				From:	SR 91			
	0.81	20	R			NA	NA	10/29/200
				To:	Dead End			
				From:	95-605			
(724)	1.70	110	R			NA	NA	10/29/200
				To	95-789			
(724)	1.75	150	R	From:	73 107	NA NA	NA	1998
(124)				To:	SR 91	1		
				From:	Tennessee State Line			
725)	1.60	370	R	<u> </u>	Termessee State Eme	NA NA	NA	1998
(123)				т	0.5 - 2.6	7		
	0.60	200		From:	95-726	NIA	NΙΔ	10/20/200
725	0.60	200	R	To:	Dead End	NA T	NA	10/29/200
	0.50	220	ь	From:	95-725	L NA	NIA	1000
726	0.50	230	R			NA _	NA	1998
$\widehat{}$				From:	95-727			
726	0.40	260	R			NA	NA	1998
				To-	0.40 ME 95-727			
726	1.62	220	R			NA	NA	10/29/200
				To:	2.02 ME 95-727			
(726)	1.48	240	R	From:	2.92 HIL /J-121	NA	NA	10/29/200°
726)	3			To:	95-859 WEST	7	•	
				From:	95-859 EAST			
726	0.35	220	R			NA	NA	1998
$\bigcup$				To	95-600			
(726)	0.90	80	R	From:	75 000	NA NA	NA	10/29/200
(726)	0.00			To:	US 58	7	•	
				From:	Tennessee State Line	-		
727)	0.60	170	R	<u> </u>	Termessee State Line	J NA	NA	1998
	0.00	17.0		To-	95-726		IN/A	1000
					75 120	1		

Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		Dea	ad End		Ī							
728)	0.95	20	R								NA			NA		10/29/200
				To: From:			JS 58									
729	0.67	130	R			U	JS 58				NA			NA		10/29/200
				To:			5-602									
720	0.90	120	R	From:		Dea	ad End				NA			NA		10/25/200
730	0.00	120		To:		95	5-604				147 (			147 (		10/20/200
$\bigcirc$				From:		S	R 91									
731)	2.80	470	R								NA			NA		1998
731)	1.33	130	R	From:		95-60	05 WEST				NA			NA		1998
				To:		95-60	05 EAST									
$\bigcirc$	0.00	222	_	From:		95	5-733									40/05/000
732	0.90	200	R	To:		95	5-605				NA			NA		10/25/200
				From:			5-714									
(733)	2.25	100	R	То:		0.4	5 605				NA			NA		10/25/200
				From:			5-605 5-803									
734)	1.90	70	R	<u> </u>			3-603				NA			NA		1998
				To:			R 91									
735	2.30	240	R	From:		U	JS 11				NA			NA		1998
735)	2.00	2-10		To			3 WEST				1471			147 (		1000
735)	2.70	380	R	From:		95-80	03 EAST				NA			NA		1998
				To:		95	5-736									
				From:		95	5-762									
736	0.20	90	R	To:		95-60	07 EAST		1		NA			NA		1998
$\bigcirc$				From:			7 WEST									10/07/000
(736)	2.30	150	R	To		95-60	8; 95-761				NA			NA		10/25/200
$\bigcirc$	4.00	000		From:			5-608						NIA		4000	
736	1.80	220	R	To:		95-714	4 SOUTH				NA			NA		1998
	2.30	170	-	From:			4 NORTH				NA			NA		1998
736	2.30	170	R	To:		SR 91	SOUTH				INA			INA		1990
<del></del>	1.20	480	R	From:		SR 91	NORTH				NA			NA		1998
736	1.20	400		To		04	5-735				INA			TVA		1550
736	2.30	280	R	From:		<i>)</i> ,	3-133				NA			NA		1998
				To: From:		U	JS 11		}							
(736)	0.10	70	R	To:		05.75	54 WEST				NA			NA		1998
				From:			54 EAST									
736)	0.38	90	R	To:		De	ad End		1		NA			NA		11/13/200
				From:			JS 11									
737)	0.58	1500	G	94%	1%	1%	2%	2%	0%	С	0.076	F	0.591	1500	G	2003
		_		From:			I-81									
737	0.57	2300	G	94% To:	1%	1% 95-60	2% 9 WEST	2%	0%	F	0.091	F	0.602	2300	G	2003
				From:			09 EAST									
737	0.67	1100	R	To:		-	5-744				NA			NA		1998

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ıck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		95-744		ı							
737)	0.48	300	R	-						NA			NA		1998
	0.25	30	R	To: From:		95-870				NA			NA		10/22/200
737)	0.20	- 50	- 1	To:		Dead End				11/-3			TVA		10/22/200
				From:		SR 80									
738)	0.10	190	R	_						NA			NA		1998
	0.20	260	R	From:		95-806 WEST				NA			NA		1998
738				To:		95-806 EAST									
(738)	0.56	130	R	From:						NA			NA		1998
				To:		95-609									
	0.90	70	R	From:		95-609				NA			NA		11/13/200
739				To:		Dead End									
$\bigcirc$				From:		NCL Abingdon									
740	1.24	1700	G	98%	0%	2% 0%	1%	0%	F	0.092	F	0.642	1800	G	2003
740	1.64	1300	G	From: 98%	0%	95-699 <b>2</b> % <b>0</b> %	1%	0%	С	0.086	F	0.724	1300	G	2003
	1.01			To:		95-694 EAST	.,,			0.000		0.721			
740	0.43	1500	G	98%	0%	1% 0%	1%	0%	С	0.094	F	0.725	1600	G	2003
				To: From:		95-703		}							
740	1.60	990	G	98% To:	0%	1% 0%	1%	0%	F	0.105	F	0.733	1000	G	2003
				From:		SR 80 WEST SR 80 EAST									
740	1.01	410	R							NA			NA		1998
				From:		95-744 EAST									1000
740	1.67	100	R	To:		95-737				NA			NA		1998
				From:		95-742		1							
741)	1.40	100	R							NA			NA		10/22/200
				To: From:		95-703 EAST 95-703 WEST									
(741)	1.80	180	R	<u> </u>		70 100 11 11 11				NA			NA		1998
				From:		95-700 EAST									
741)	0.67	NA		To:		Dead End				NA			NA		
				From:		SR 80									
(742)	0.20	90	R	<u> </u>		DIT OU				NA			NA		10/22/200
				From:		95-741									
742)	0.60	40	R	To:		95-743				NA			NA		10/22/2001
				From:		95-703									
743)	1.20	40	R	<u> </u>		75-105				NA			NA		10/22/2001
				To:		SR 80									
744	0.60	320	R	From:		SR 80				NA			NA		1998
744)	0.00	020		To:		95-740 WEST				14/7			IVA		1000
	1.30	470	R	From:		95-740 EAST				NA			NA		1009
744)	1.50	7/0		To:		95-737		1		11/7			INA	_	1990
				From:		SR 80									1998 10/22/200 1998 1998 1998 11/13/200 2003 2003 2003 2003 1998 1998 10/22/200 10/22/200
745)	3.24	540	G	98%	0%	1% 0%	1%	0%	F	0.106	F	0.641	540	G	2003
				To-		65-746									

					vvas	nington Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		95-746		1							
745)	1.65	560	G	98%	0%	1% 0%	1%	0%	F	0.096	F	0.621	560	G	2003
745)	0.95	340	G	From: 98%	0%	95-748 1% 0%	1%	0%	F	0.097	F	0.592	340	G	2003
745)	0.70	990	G	From: 98%	0%	95-700 1% 0%	1%	0%	F	0.093	F	0.513	1000	G	2003
745)	1.00	1100	G	From: 98%	0%	95-750 1% 0%	1%	0%	С	0.092	F	0.554	1100	G	2003
<u> </u>				To: From:		SR 91 95-745									
746	2.00	120	R	To:		95-700				NA			NA		1998
746	0.08	30	R	From:		Dead End				NA			NA		10/22/2001
(747)	0.80	270	R	From:		95-611				NA			NA		1998
				To: From:		95-613 WEST 95-613 EAST	,								
747)	2.00	110	R	To		Dead End				NA			NA		10/22/2001
(748)	1.40	410	R	From:		95-745				NA			NA		1998
748	2.30	240	R	From:		95-750 NORTH 95-750 SOUTH				NA			NA		1998
Town of Glade Spring				To:		SR 91									
(750)	0.08	2300	G	98%	0%	95-609 1% 1%	1%	0%	F	0.083	F	0.657	2300	G	2003
(750)	0.38	1200	G	From: 98%	0%	95-751 95-751 SOUTE 1% 1%	1%	0%	F	0.111	F	0.652	1300	G	2003
				To:		NCL Glade Spri	ng								
Washington County				From:		NCL Glade Spri									
750	1.44	1100	G	98%	0%	1% 1% 95-751 NORTE	1% H	0%	С	0.115	F	0.676	1100	G	2003
750	1.00	930	G	98%	0%	1% 1% 95-748 SOUTE	1%	0%	F	0.092	F	0.632	950	G	2003
750	2.20	380	G	98% To:	0%	1% 1% 95-745	1%	0%	F	0.099	F	0.608	390	G	2003
(751)	0.72	100	R	From:		Dead End				NA			NA		1998
				To: From:		US 11; FR-34 US 11; FR-34									
751)	1.40	510	G	99%	0%	1% 0% 95-609	0%	0%	С	0.101	F	0.566	520	G	2003
751)	1.00	500	R	From:		SR 91 SOUTH	Ι			NA			NA		1998
(751)	1.60	240	R	From:		SR 91 NORTH	I			NA			NA		1998
(751)	1.71	220	R	From:		95-750 NORTI		}		NA			NA		1998
				To:		WCL Glade Spri	ng								
Town of Glade Spring		•••		From:		WCL Glade Spri	ing								
751)	0.49	380	R	To:		95-750 SOUTE	ł			NA			NA		1998

					Was	hington Mainte	enance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Glade Spring				From:				1							
(752)	0.63	330	R	r tom.		95-609; 95-1	309			NA			NA		1998
(132)				To		SR 91									
Washington County															
(752)	1.50	20	R	From:		95-751				NA			NA		10/25/2001
(753)	1.00		• • • • • • • • • • • • • • • • • • • •	To:		95-652									10/20/2001
753)	0.30	270	R	From:		93-032				NA			NA		10/25/2001
				To:		95-609									
$\bigcirc$				From:		US 11 WES	ST								4000
754	1.40	350	R	To:		US 11 EAS	T			NA			NA		1998
				From:		US 58	,,,								
(755)	0.68	90	R			05.50				NA			NA		10/29/2001
				To:		95-603									
$\bigcirc$	0.40	00	_	From:		US 58				NIA					40/00/000
756	0.10	30	R	To:		95-601				NA			NA		10/29/2001
				From:		Dead End	l								
(757)	1.20	1400	R							NA			NA		1998
				To		US 58									
	0.40	20	R	From:		Dead End	1			NA			NA		10/29/2001
758)	0.40	20	K	To:		95-605				INA			INA		10/29/2001
				From:		Tennessee Stat	e Line								
759	0.15	45	R	-						NA			NA		1998
				To: From:		95-673									
759	0.15	120	R							NA			NA		1998
	2.00	400		From:		State Line; Gap T	erminus	-							1000
759	0.80	190	R	To		95-674		1		NA			NA		1998
Town of Glade Spring						,,,,,,,									
				From:		95-750 SOU	TH								
(760)	0.10	90	R							NA			NA		11/13/2001
<u></u>	0.10	60	R	From:		0.10 MN 95-	750			NΙΛ			NA		1008
(760)	0.10	60	K	To:		95-750 NOR	TH			NA			INA		1998
Washington County															
	0.00	40	-	From:		95-608; 95-7	736			NIA			NIA		40/05/0004
(761)	0.20	40	R	To:		Dead End	1			NA			NA		10/25/2001
				From:		SR 91									
762	2.52	610	G	97%	0%	2% 0%	0%	0%	С	0.106	F	0.618	620	G	2003
				To: From:		95-608									
762	3.63	610	G	97%	0%	2% 0%		0%	F	0.091	F	0.537	620	G	2003
				To: From:		Smyth County		<u> </u>							
(763)	0.30	60	R	From:		Dead End	1			NA			NA		11/08/2001
763)				To:		95-640									
				From:		95-869									
764	0.30	100	R	т		F :=	1			NA			NA		1998
				To: From:		Dead End		<u> </u>							
765)	1.00	60	R			Dead End	l			NA			NA		10/18/2001
7.53				To:		95-692									

					Washington Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	QK Dir Factor	AAWDT Q	W Year
Washington County				From:	US 19				
766	1.08	130	R		00.19	NA		NA	1998
				To-	US 19; 95-848				
	1.00	400	_	From:	US 11	NIA		NIA	1000
767	1.00	480	R	To:	95-609	NA I		NA	1998
				From:	Dead End				
768)	0.60	30	R			NA		NA	10/18/200
				To:	95-700				
	0.30	90	R	From:	US 58	NIA.		NA	1998
769	0.30	80	ĸ	To:	US 58	NA I		INA	1990
				From:	Dead End				
770	0.11	NA				NA		NA	
				To:	95-630				
$\cap$	0.45	40	-	From:	Dead End	NI A		NA	4000
771	0.15	40	R	To:	US 58	NA I		NA	1998
				From:	SR 80	<u> </u>			
772	0.22	8	R		23100	NA		NA	1998
				Tn·	SR 80				
$\bigcirc$	0.04	400	_	From:	SR 91	NA		NIA	4000
773)	0.21	130	R	To:	Dead End	NA I		NA	1998
				From:	Dead End				
774)	0.45	70	R	<u> </u>	Dead Lind	NA		NA	10/29/200
774)				To:	SR 91				
774)	1.30	70	R	F10111		NA		NA	10/29/200
				To:	95-722				
	0.17	260	R	From:	US 19	NA		NA	1998
775	0.17	200	IX.	To	05 700 NODWY	1		INA	1990
775)	0.03	750	R	From:	95-700 NORTH	NA		NA	1998
(13)				To:	95-700 SOUTH	1			
775)	0.10	30	R	From:	73 700 BOCTII	NA		NA	1998
				To:	Dead End				
$\bigcirc$	0.00	00	_	From:	SR 91	N/A		NIA	4000
776	0.22	80	R	To:	Dead End	NA I		NA	1998
				From:	Dead End				
777)	0.40	60	R		2000	NA		NA	10/29/200
				To:	95-600				
$\bigcirc$				From:	SR 91 SOUTH				4000
778)	0.24	30	R	To:	SR 91 NORTH	NA I		NA	1998
				From:	95-693				
779)	0.70	180	R	<u> </u>	75 075	NA		NA	1998
				To-	95-694	]			
779	0.10	150	R	rrout.		NA		NA	1998
				To: From:	95-780				
779	0.10	120	R	<u> </u>		NA		NA	1998
				To: From:	0.10 ME 95-780				
779	0.60	100	R	т	05.74	NA I		NA	10/22/200
				To:	95-741				

					Washington Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC:	QK Dir Factor	AAWDT QV	/ Year
Washington County				From:	Dead End				
(780)	0.40	70	R	<u> </u>	Deut End	NA		NA	10/22/2001
				To:	95-779				
$\bigcirc$			_	From:	NCL Bristol				
781	1.50	210	R	To:	95-655	NA I		NA	1998
				From:	Dead End				
782	0.60	80	R		Dead End	NA NA		NA	1998
(102)				To:	US 58				
				From:	95-710				
783	1.50	70	R			NA		NA	11/01/2001
				To:	95-708				
	0.60	80	R	From:	Dead End	NA		NA	11/05/2001
784)	0.00	80	ĸ	_		INA		INA	11/05/2001
<u></u>	1.20	60	R	From:	95-700	NA		NA	11/05/2001
784)	1.20	00	K	To:	Dead End; 1.20 MN	l NA		INA	11/03/200
				From:	Dead End				
785)	0.60	110	R	<u> </u>	Death Linu	NA		NA	11/05/2001
				To:	95-659				
$\bigcirc$				From:	Dead End				
786	0.40	220	R	To:	2	NA		NA	10/25/2001
				From:	95-735				
707	1.04	120	R	FIOIII.	Dead End	NA NA		NA	11/08/2001
787)	1.04	120		To:	1040 E.D. 15.1	I INC		14/3	11/00/2001
797	0.16	160	R	From:	1.04 ME Dead End	NA		NA	11/08/2001
787)	0.10	.00		To:	US 58			1471	11/00/2001
				From:	95-718 SOUTH				
788	1.29	110	R			NA		NA	11/01/2001
				To: From:	1.29 MN 95-718				
788	0.07	90	R			NA		NA	11/01/2001
				To: From:	95-719				
788)	0.19	270	R			NA		NA	1998
				From:	95-718 NORTH				
(788)	0.70	600	R			NA		NA	1998
				To:	SR 91				
<del></del>	0.15	20	R	From:	Dead End	NA NA		NA	10/29/2001
789	0.15	20	K	To:	95-724	l NA		INA	10/29/2001
				From:	Dead End				
790	0.35	180	R	<u> </u>	Death Linu	NA		NA	1998
				To:	95-745				
$\bigcirc$				From:	95-666				
791)	0.40	230	R	To:	D 15 1	NA		NA	1998
				From:	Dead End				
792	0.45	40	R		Dead End	NA		NA	10/18/2001
(192)	0.40			To:	95-700	17/1			
				From:	Dead End				
793)	1.05	250	R			NA		NA	1998
				To:	SCL Abingdon				
$\sim$				From:	SCL Abingdon				
794)	0.91	1400	R	To:	05 (70	NA		NA	1998
					95-670				

					vvas	nington Mainte	ilalice Al	Ca							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			-0C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		95-745									
795)	0.38	90	R						1	NA			NA		1998
				To:		95-745									
(706)	0.25	70	R	From:		Dead En	i			NA			NA		10/15/2001
796	0.20		.``	To:		95-802									10/10/200
$\sim$				From:		SR 80									
797)	0.50	260	R	To:		Dead En	1		ĺ	NA			NA		11/13/2001
				From:		95-616									
798)	3.64	160	R							NA			NA		10/15/2001
				To:		95-622									
	1.50	70	R	From:		Dead En	d			NA			NA		11/08/2001
799	1.50	70	K	To:		95-627				INA			INA		11/06/200
				From:		Dead En	i								
800	0.19	100	R	т		an 00			i I	NA			NA		11/13/2001
				To:		SR 80	1								
801)	0.80	110	R			Dead En	1			NA			NA		10/29/2001
				To		0.80 ME Dea	d End								
801	0.10	110	R	rioni.						NA			NA		10/29/2001
				To:		95-605									
(200)	0.23	330	G	From: 98%	0%	US 19 2% 0%	1%	0%	F	0.121	F	0.529	340	G	2003
802	0.20			To:	070	95-876	170	070		0.121	'	0.020	040		2000
802	1.94	360	G	98%	0%	2% 0%	1%	0%	С	0.09	F	0.636	360	G	2003
				To- From:		95-831									
802	5.21	300	G	98%	0%	2% 0%	1%	0%	F	0.099	F	0.5	300	G	2003
				From:		95-872									
802	3.12	170	G	98%	0%	2% 0%	1%	0%	F	0.098	F	0.525	180	G	2003
	2.09	170	G	From: 98%	0%	95-856 2% 0%	1%	0%	F	0.108	F	0.595	170	G	2003
802	2.09	170	G		0 70		1 /0	0 /0	1	0.100	•	0.595	170	G	2003
802	3.21	460	G	From: 98%	0%	95-621 2% 0%	1%	0%	F	0.119	F	0.624	460	G	2003
				To:		95-614									
$\bigcirc$	4.00	4000		From:		US 11; SR	80			NIA			NIA		40/05/0004
803	4.20	1900	R	_					1	NA			NA		10/25/2001
(002)	2.25	180	R	From:		95-709				NA			NA		10/25/2001
803				To:		SR 91									
				From:		95-662									
804)	1.80	130	R	To:		95-645			Ī	NA			NA		11/05/2001
				From:		93-043 SR 80									
805)	0.07	740	R			31000				NA			NA		1998
				To:		95-738									
	٥٠٠	00	-	From:		95-738				N1 A			NIA		11/12/2021
806)	0.55	90	R	To:		95-738				NA			NA		11/13/2001
				From:		US 11									
807)	0.30	300	R	<u> </u>					ı	NA			NA		1998
				To: From:		95-1702									
807)	0.12	60	R	Tar		D IP	1	-	i	NA			NA		1998
				To:		Dead En	1								

					Washington Maintenance Area	- K Ov Dir	r	
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- K QK ^{Dii} Factor Fact	$\Lambda \Lambda \Lambda \Lambda \Lambda \Pi T = \Omega \Lambda \Lambda \Lambda$	Year
Washington County				From:	95-647			
808)	1.31	1300	R		/J=0+/	NA	NA	1998
				To	US 11			
$\bigcirc$	0.00		_	From:	95-700	NIA	NIA	44/00/200
809	0.60	60	R	To:	Dead End	NA	NA	11/08/200
				From:	Dead End			
810	1.40	80	R			NA	NA	11/01/200
				To:	95-711			
	0.60	100	R	From:	95-694	NA	NA	10/25/200
811)	0.00	100	IX.	To:	Dead End	INA	INA	10/23/200
				From:	Dead End			
812	1.50	80	R			NA	NA	10/15/200
				To: From:	95-622			
013	0.60	120	R	From:	95-689	NA	NA	10/18/200
813)	0.00	120	• • • • • • • • • • • • • • • • • • • •	To:	Dead End	14/1	14/1	10/10/200
				From:	95-795			
814)	0.19	60	R	To	D 15.1	NA	NA	10/22/200
				From:	Dead End			
815)	1.00	90	R		95-674	NA	NA	11/01/200
013				To:	Dead End			
				From:	95-609			
816	0.19	240	R	To	Dead Ford	NA	NA	11/13/200
				From:	Dead End 95-745			
817)	0.15	10	R		95-745	NA	NA	10/22/200
				To:	Dead End			
$\bigcirc$				From:	Dead End			
818	0.30	70	R	To:	SR 75	NA	NA	11/01/200
				From:	95-751			
(819)	0.50	40	R		75-751	NA	NA	10/25/200
				To:	Dead End			
$\bigcirc$				From:	US 11			10/0=/000
820	0.45	110	R	To:	Dead End	NA	NA	10/25/200
				From:	95-613			
821)	0.80	180	R		72 032	NA	NA	10/22/200
				To:	Dead End			
	0.50	80	R	From:	Dead End	NA	NA	11/08/200
822	0.50	80	K	To:	95-633	INA	IVA	11/00/200
				From:	Dead End			
823)	0.39	90	R	_		NA	NA	11/08/200
				Tn·	95-647			
624	0.75	47	R	From:	95-700	NA	NA	10/18/200
824)	0.73	<del></del>		To:	Dead End	14/1	1 1/7	
				From:	95-681			
825)	0.73	1600	R			NA	NA	11/05/200
				To:	US 19			
826	0.70	150	R	From:	Dead End	NA	NA	11/08/200
(020)	0.70	.50		To:	95-700		1 1/1	, 55, 250

					Washington Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	$\cap$ C	(.)K	Dir Factor	AAWDT	QW	Year
Washington County				From:		i					
(827)	0.54	60	R		Dead End	J NA			NA		11/08/200
021)				To:	95-641 Camp Ground Rd	]					
$\bigcirc$			_	From:	Dead End	<u> </u>					
828	0.52	70	R	To:	95-700	N/ 1	١		NA		10/22/200
				From:	95-675						
(829)	1.00	60	R	<u> </u>	<i>30</i> 070	N/	١		NA		11/08/200
				To:	Dead End						
$\bigcirc$				From:	SR 80						10/00/000
830	0.63	40	R	То:	Dead End	N/ 1			NA		10/22/200
				From:	Dead End						
(831)	0.40	10	R	<u> </u>	Doud End	N/	١		NA		10/18/200
				To:	95-802						
Town of Glade Spring				From:	D. IF. I						
(832)	0.13	100	R	110.11.	Dead End	J NA			NA		11/13/200
(652)	00			To:	SR 91 BUS	1	•				
Washington County											
	0.00	270	•	From:	95-711 1% 2% 1% 1% 0%	C 0.1	<i>-</i> -	0.501	200	G	2002
(833)	0.09	370	G	95% To:	1% 2% 1% 1% 0% US 58	C 0.1 ⁻	5 F	0.581	380	G	2003
				From:	Dead End	<u> </u>					
(834)	0.10	20	R		2002	N/			NA		10/22/200
				To:	SR 91						
$\bigcirc$				From:	95-674	]					
835	1.82	80	R	To:	95-664	N/ 1	١		NA		11/01/200
				From:	95-699						
(836)	1.10	300	R	<u> </u>	73-077	J NA			NA		10/22/200
				To:	95-694	]					
$\bigcirc$	0.40			From:	95-645	]					
837	0.12	70	R	To:	Cul-de-Sac	N/ 1	١		NA		11/05/200
				From:	95-737						
(838)	0.08	40	R	<u> </u>	75-151	J NA	١		NA		1993
				To:	95-897 Gap Terminus						
	0.08	20	R	From:	95-816 Gap Terminus	J NA			NA		1993
838)	0.00	20		To:	Dead End; Gap Terminus	1			IVA		1333
$\bigcirc$	0.00		_	From:	95-866 Gap Terminus	]					4000
838	0.06	30	R	To:	Dead End	N/ 1	١		NA		1993
				From:	95-609	<u> </u>					
839	0.08	170	R	<u> </u>	93-009	J NA	١		NA		11/13/200
				To:	95-838						
				From:	SR 91; 95-751						
840	0.06	110	R	To:	05 0.41	N/	١.		NA		10/25/200
				From:	95-841 Dood End	<u> </u>					
(841)	0.13	50	R		Dead End	J NA			NA		10/25/200
<u> </u>	55			To:	95-840	1					5 <b>5. _ 5</b>
	<u> </u>			From:	95-609	]					
842	1.45	370	R			N/	١.		NA		11/13/2001
				To-	END LOOP						

					Washington Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- K QK Dir Factor Factor	$\Delta \Delta W DT CW$	Year
Washington County				From:	95-640			
(843)	0.20	510	R		70.0	NA	NA	11/08/200
				To	95-633			
$\bigcirc$				From:	Dead End/			
844)	0.16	NA		To:	SR-00091(B)/	NA	NA	
				From:	US 58			
845)	0.11	9	R		03 36	NA	NA	11/08/200
				To:	Dead End			
				From:	Dead End			
846)	0.43	90	R		27.00	NA	NA	11/13/200
				To:	95-609			
	0.10	40	R	From:	SR 80	NA	NA	11/13/200
847)	0.10	40	K	To:	Dead End	INA	NA	11/13/200
				From:	US 19; 95-766			
848)	0.40	310	R		05 17,75 700	NA	NA	11/05/200
				To:	Dead End			
				From:	95-878			
849	1.00	45	R	To		NA	NA	11/08/200
				From:	Dead End			
050	0.25	46	R	From:	Dead End	NA	NA	11/05/200
850	0.20	70		To:	95-633	IVA	IVA	11/05/200
				From:	95-605			
(851)	0.25	30	R		75 000	NA	NA	10/25/200
				To:	Dead End			
				From:	95-609			
852	0.22	70	R	To:	05 (00	NA	NA	11/13/200
				From:	95-609			
050	0.38	70	R	FIOIII.	95-666	NA	NA	11/08/200
853)	0.00	70	• • • • • • • • • • • • • • • • • • • •	To:	Dead End	100	101	11/00/200
				From:	Dead End			
(854)	1.05	170	R			NA	NA	11/08/200
				To:	95-666			
$\bigcirc$				From:	Scott County Line			
(855)	0.40	70	R	To:	05 (20	NA	NA	10/15/200
				From:	95-630			
(OEC)	0.50	120	R	r tolli.	95-614	NA	NA	10/15/200
856)	0.50	120		To:	95-802	IVA	IVA	10/13/200
				From:	US 58 WEST			
858	1.02	180	R			NA	NA	11/01/200
				To:	US 58 EAST			
$\sim$				From:	95-726			
859	3.50	90	R	To:	110.10	NA	NA	10/29/200
					US 58			
<u></u>	0.30	50	R	From:	Dead End	NA	NA	10/29/200
862	0.30	50	ĸ	To:	95-600	IN/A	IVA	101231200
				From:	95-608			
863	0.55	60	R	<u> </u>	70-000	NA	NA	10/25/200
				To:	Dead End			
				From:	95-737			
865)	0.92	40	R			NA	NA	10/22/200
				To:	0.92 MN 95-737			

					Washington Waintenance / trea			
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail		r AAWDT QW	Year
Washington County				From:	0.92 MN 95-737	1		
(865)	0.20	710	R		0.92 IVIN 93-737	I NA	NA	10/22/2001
				To:	95-609			
				From:	95-609			
866	0.08	200	R			NA	NA	11/13/2001
				From:	95-838	]		
866	0.22	110	R	To:	Dead End	NA 1	NA	11/13/2001
				From:	Dead End			
(867)	0.03	20	R		Dead End	NA	NA	1998
				To:	95-868	1		
867)	0.08	120	R	From:	75 000	NA	NA	1998
				To:	95-647			
$\bigcirc$				From:	Dead End			
868	0.11	120	R	To:	05.067	NA 1	NA	11/08/2001
				From:	95-867			
(869)	0.15	90	R	FIOIII.	Dead End	I NA	NA	11/08/2001
(809)	0.10		.,	To:	US 11	1.0.1		11/00/2001
869	1.54	1200	R	From:	03 11	NA	NA	11/08/2001
(009)				To:	95-645			
				From:	95-737			
870	0.73	80	R	-		NA	NA	10/22/2001
				To:	Dead End			
	1 00	20	В	From:	95-605	) NA	NIA	10/25/2001
871)	1.88	30	R	To:	Dead End	NA 1	NA	10/25/2001
				From:	Dead End	!		
(872)	0.40	9	R		Dead Lind	NA NA	NA	10/25/2001
				To:	95-802			
				From:	Dead End			
(873)	0.60	7	R	To:	25.614	NA 1	NA	10/15/2001
				From:	95-614			
(874)	0.40	60	R	rioni.	95-611	I NA	NA	10/22/2001
674)	00			To:	Dead End	]		
				From:	Dead End			
875	0.33	60	R			NA	NA	10/25/2001
				To:	95-762			
	0.00	000	_	From:	US 19	) NA	NIA	40/40/0004
876	0.20	320	R	To:	95-802	NA 1	NA	10/18/2001
				From:	US 58 SOUTH			
878)	0.41	70	R		03 36 300 111	NA	NA	11/08/2001
0.0				To:	US 58 NORTH			
				From:	95-704			
879	0.65	580	R	_T	0.5	NA 1	NA	11/08/2001
				To:	95-609	<u> </u>		
600	0.30	220	R	From:	95-633	] NA	NA	11/08/2001
880	0.30	220	K	To:	95-640	INC	INA	1 1/00/200 I
				From:	Dead End			
(881)	0.25	80	R			NA	NA	11/08/2001
				To:	95-700			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Factor	AAWDT QW	Year
Washington County				From:	95-869			
882	0.01	480	R			NA	NA	11/05/200
				To-	95-645			
(002)	1.69	360	R	From:	95-611	NA NA	NA	11/05/200
883	1.00	000		To:	WCL ABINGDON	14/1	10.0	11/00/200
_				From:	Dead End			
884)	0.95	90	R	_		NA	NA	11/01/200
				To:	95-674			
205	0.25	90	R	From:	US 58	NA NA	NA	10/29/200
885)	0.23	30	IX.	To:	Dead End	INA	INA	10/29/200
				From:	95-753			
886	0.70	40	R			NA	NA	10/25/200
				To:	Dead End			
$\bigcirc$				From:	Dead End			
887	0.20	130	R	To:	95-609	NA I	NA	11/13/200
				From:				
600)	0.25	50	R		95-603	NA NA	NA	10/29/200
888	0.20			To	Dead End			. 0. 20. 200
				From:	95-603			
889	0.15	20	R			NA	NA	10/29/200
				To:	Dead End			
$\bigcirc$				From:	US 58			
890	0.12	70	R	To	Dead End	NA I	NA	10/29/200
				From:				
891)	1.30	400	R	Piolii.	95-633	NA NA	NA	11/05/200
091)	1.00			To:	95-684	107		11/00/200
				From:	95-684			
892)	0.50	70	R			NA	NA	11/05/200
				To:	Dead End			
	0.65	45	В	From:	95-751	NIA	NIA	10/25/200
894)	0.65	45	R	To:	Dead End	NA I	NA	10/25/200
				From:	US 11			
(895)	0.25	90	R		0511	NA NA	NA	11/08/200
				To:	Dead End			
				From:	95-609			
897)	0.18	130	R			NA	NA	11/13/200
				To:	Dead End			
(a)	0.40	40	R	From:	95-684	NA NA	NA	10/18/200
898)	0.40	40		To:	Dead End	147.	10.0	10/10/200
				From:	Dead End			
899	0.85	40	R			NA	NA	10/29/200
				To-	95-600			
$\bigcirc$				From:	Dead End			
900	0.30	70	R	To:	Tannassaa Stata Lina	NA I	NA	11/01/200
				From:	Tennessee State Line			
901)	0.76	510	R	eron!	95-803	l NA	NA	10/25/200
901)	5.76	310		To:	Dead End		. 17.1	. 3, 20, 200
				From:	95-677			
902	0.40	1200	R			NA	NA	11/08/200
				To:	SR 75			

					Washington Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT (	)W Year
Washington County				From:	SR 75				
903)	0.14	20	R			NA		NA	11/08/2001
				To	Dead End				
	0.10	330	R	From:	95-705	NA		NA	11/08/2001
904)	0.10	330	K	To:	Dead End	INA		INA	1 1/06/200 1
				From:	US 58				
905)	0.26	240	R			NA		NA	1995
				To: From:	END LOOP				
905)	0.08	60	R	PIOIII.		NA		NA	1986
				To:	BEGIN LOOP				
$\bigcirc$				From:	Dead End				
906)	0.40	60	R	To:	95-676	NA		NA	11/01/2001
				From:					
007	0.55	60	R	FIOIII.	Dead End	NA		NA	11/01/2001
907)	0.00	00	1	To:	95-711	IVA		14/3	11/01/2001
				From:	95-670				
(908)	0.13	20	R			NA		NA	11/01/2001
				To:	95-670				
$\widehat{}$				From:	95-659				
909	0.45	80	R	To:		NA		NA	11/05/2001
				From:	Dead End				
	0.25	70	R	From:	Dead End	NA		NA	11/05/2001
910	0.20	70	1	т		IVA		14/3	11/05/2001
640	0.20	70	R	From:	0.25 MN Dead End	NA		NA	11/05/2001
910	0.20	70	1	To:	US 19	IVA		14/3	11/03/2001
				From:	95-665				
911)	0.12	170	R			NA		NA	1993
				To:	SR 75; 95-670				
$\bigcirc$			_	From:	95-901				
920	0.17	260	R	To:	US 11	NA		NA	10/25/2001
				From:					
(022)	0.59	NA		r toin.	Cul-de-Sac	NA		NA	
923)	0.00			To:	95-699	147		101	
				From:	Cul-de-Sac/				
1010	0.32	NA			_	NA		NA	
				To:	FR-00022(B)/				
$\bigcirc$				From:	95-01010(B)/				
1011)	0.25	NA		To:	Cul-de-Sac/	NA		NA	
				From:	•				
(1012)	0.14	NA		110.11.	Cul-de-Sac/	NA		NA	
(1012)				To	95-01010(B)/95-01011(U)/				
				From:	95-657				
(1021)	0.28	140	R			NA		NA	11/08/2001
				To:	Dead End				
				From:	Cul-de-Sac				
1030	0.30	NA		To:	05 647	NA		NA	
-				From:	95-647				
(1101)	0.15	280	R	. roull.	US 58	NA		NA	10/15/2001
	J.15			To:	95-1102				. 5. 15.2501

					Washington Waintenance / trea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir Ractor Factor	AAWDT QW	Year
Washington County				From:	95-1101			
(1102)	0.07	70	R		93-1101	I NA	NA	10/15/2001
				To:	Dead End			
$\bigcirc$	0.44	540		From:	95-1106	NIA.	NIA	4005
(1106)	0.11	510	R			NA	NA	1995
	0.04	130	R	From:	95-1111	NA	NA	1986
1106	0.04	130	IX	To:	05 1107	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	IVA	1900
(1106)	0.23	170	R	From:	95-1107	NA	NA	1986
1100				To	END LOOP			
1106	0.37	970	R	From:	END EOOI	NA	NA	10/15/2001
				To:	NCL Bristol			
$\bigcirc$				From:	95-1106			
(1107)	0.05	110	R	To:	05 1100	NA 1	NA	10/15/2001
				From:	95-1106			
(1109)	0.22	200	R	FIOIII.	95-633	I NA	NA	10/15/2001
1108	0.22	200	.,	To	05 1100	1	107	10/10/2001
(1108)	0.44	140	R	From:	95-1109	NA NA	NA	10/15/2001
1100				To:	END LOOP			
				From:	Cul-de-Sac			
(1109)	0.10	60	R			NA	NA	10/15/2001
				To:	95-1108			
	0.06	500		From:	95-1106	NIA	NA	10/15/2001
(1111)	0.06	500	R	_		NA 1	NA	10/15/2001
	0.07	210	R	From:	95-1112	NA	NA	10/15/2001
(111)	0.07	210	IX	To:	95-1113	IN/A	IVA	10/13/2001
				From:	95-1111			
(1112)	0.24	290	R			NA	NA	10/15/2001
				To: From:	95-1113			
(1112)	0.18	160	R			NA	NA	10/15/2001
				To:	Dead End			
	0.47	440	_	From:	95-1111	NIA.	NIA	40/45/2004
(1113)	0.17	140	R	To:	95-1112	NA I	NA	10/15/2001
				From:	NCL Bristol			
(1116)	0.15	120	R		TVOLI BAISTOI	NA	NA	10/15/2001
				To:	95-1117			
				From:	95-1116			
(1117)	0.31	60	R	To:	Cal da Car	NA 1	NA	10/15/2001
				From:	Cul-de-Sac			
(1119)	0.70	210	R	r toin.	NCL Bristol	I NA	NA	10/15/2001
(1119)	0.70			To:	END OF LOOP		10.0	10/10/2001
				From:	95-640			
(1120)	0.36	45	R			NA	NA	10/15/2001
				To:	Dead End			
$\bigcirc$	0.04	400	_	From:	Cul-de-Sac		NIA	4005
(1130)	0.21	180	R	To:	95-633	NA I	NA	1995
				From:	Cul-de-Sac			
(1131)	0.06	60	R		our de oue	NA	NA	1995
$\bigcup$				To	95-1130			

					Washington Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	QK Dir Factor	AAWDT QW	Year
Washington County				From:	Cul-de-Sac	1			
(1132)	0.06	20	R		Cui-de-Sac	I NA		NA	1995
				To	95-1130				
				From:	Dead End				
1200	0.32	160	R	. —		NA 1		NA	1995
				To: From:	95-757				
4004	0.20	80	R	From:	Dead End	NA NA		NA	11/01/200
(1201)	0.20	00		To:	WCL Damascus	]		10.0	11/01/200
Town of Damascus									
	2.22			From:	WCL Damascus				44/04/000
1201	0.09	200	R	To:	US 58	NA I		NA	11/01/200
				From:	95-1203				
1202	0.20	1200	R		93-1203	I NA		NA	11/01/200
1202				To	95-1225	<u> </u>			
1202	0.06	1200	R	From:	93-1223	NA		NA	11/01/200
				To	95-1224				
1202	0.02	780	R	From:	)J-1224	NA		NA	11/01/200
				To:	US 58				
				From:	95-1202				
1203	0.09	680	R			NA		NA	11/01/200
				To: From:	95-1204	}			
1203	0.06	820	R	. —		NA		NA	11/01/200
				To:	95-716				
	0.16	130	В	From:	95-1203	NA NA		NA	11/01/200
1204	0.10	130	R	To:	95-1205	1		INA	11/01/200
				From:	95-1204				
1205)	0.05	140	R	<u> </u>	73 1201	NA		NA	11/01/200
				To:	95-716				
				From:	95-716				
(1206)	0.07	190	R			NA		NA	11/01/200
<u> </u>				To: From:	95-1221	<b></b>			
1206	0.07	80	R	т	05 1207	NA 1		NA	11/01/200
				To:	95-1207				
	0.05	80	R	From:	95-1206	NA NA		NA	11/01/200
1207	0.00	00		To:	US 58	]		TVA	11/01/200
				From:	95-1209				
1208	0.14	130	R	<u> </u>		NA		NA	11/01/200
				To- From:	US 58	<b> </b>			
1208)	0.15	320	R	rioni.		NA		NA	11/01/200
				To:	95-1217				
$\overline{}$				From:	95-1208				
1209	0.06	90	R			NA		NA	11/01/200
$\overline{}$				From:	US 58	<del></del>			44/64/51
(1209)	0.09	70	R	To:	Dood Fied	NA I		NA	11/01/200
				From:	Dead End	l i			
1210	0.06	110	R		95-716	NA NA		NA	11/01/200
1210	0.00			To:	Dead End			. 47 1	0 1/200
				From:	95-716				
(1211)	0.06	80	R			NA		NA	11/01/200
				To-	Dead End				

					Washington Maintenance A								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trai		OC:	K actor	QK	Dir Factor	AAWDT	QW	Year
Town of Damascus				From:	US 58								
(1212)	0.41	290	R		US 38			NA			NA		11/01/2001
				To:	SCL Damascus								
Washington County				From:	SCL Damascus	<u> </u>							
(1212)	0.63	150	R	<u>.                                    </u>	SCL Damascus			NA			NA		11/01/2001
				To:	SR 91								
Town of Damascus				From:	US 58	-							
(1213)	0.04	60	R		03 36			NA			NA		1993
				To:	95-1214								
$\bigcirc$	0.08	48	В	From:	Dead End			NA			NA		1993
(1214)	0.06	40	R	To:	95-1213			INA			INA		1993
				From:	95-1208								
(1215)	0.06	70	R					NA			NA		1993
<u> </u>				From:	US 58								
(1215)	0.06	120	R	To:	Dood End			NA			NA		1993
				From:	Dead End 95-1208								
(1216)	0.07	90	R		93-1200			NA			NA		1993
				To:	SR 91	<del></del>							
(1216)	0.07	80	R					NA			NA		1993
				To:	Dead End								
(1017)	0.03	230	R	From:	95-1218			NA			NA		1993
(1217)	0.00	200		To:	SR 91			147 (			147.		1000
(1217)	0.07	90	R	From:	SK 91			NA			NA		1993
				To:	95-1208								
$\bigcirc$			_	From:	95-1217								1000
(1218)	0.17	190	R	To:	95-1219			NA			NA		1993
				From:	95-1220	<u> </u>							
(1219)	0.14	150	R					NA			NA		1993
				To:	95-1218								
	0.20	80	R	From:	SR 91			NA			NA		1993
1220	0.20	00		To:	95-1219			INA			14/-1		1000
				From:	95-1206								
(1221)	0.06	190	R					NA			NA		1993
	2.22	242		From:	US 58								1000
(1221)	0.06	210	R	To:	95-1222			NA			NA		1993
				From:	Dead End								
1222	0.05	10	R	L.				NA			NA		1993
				To: From:	95-1223								
1222	0.07	330	R					NA			NA		1993
	2.25	465		To: From:	95-716								1000
(1222)	0.07	160	R	To:	95-1221			NA			NA		1993
				From:	Dead End								
(1223)	0.05	1200	R	<u> </u>	Dead Liid			NA			NA		1993
				To- From:	US 58								
1223	0.06	1600	R					NA			NA		1993
				To:	95-1222								

					washington waintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tr	ail K	QK Dir AAWDT Factor	QW Year
Town of Damascus				From:	95-1226			
(1224)	0.14	190	R			NA	NA	1993
$\bigcup_{i=1}^{n}$				To:	95-1202			
$\bigcirc$	0.47	400		From:	95-1226		NIA	4000
1225	0.17	160	R	To:	95-1202	□ NA	NA	1993
				From:	95-1225			
1226	0.07	80	R			NA	NA	1993
				To:	95-1224			
Washington County				From:	95-706			
1227)	0.51	140	R	<u> </u>	<del>75-</del> 700	NA NA	NA	1986
				To:	LOOP END			
$\overline{}$				From:	95-711			
1230	0.25	170	R	To:	Dood End	NA NA	NA	1993
				From:	Dead End			
1235	0.39	140	R		95-708	NA NA	NA	1986
1239				To:	LOOP END			
				From:	95-842			
1240	0.47	230	R			NA	NA	11/13/200
				To: From:	95-1241			
1240	0.40	120	R	To:	Cul-de-Sac	¬ NA	NA	11/13/200
				From:	95-1240			
1241)	0.42	60	R		93-12-10	NA NA	NA	11/13/200
				To:	Cul-de-Sac			
Town of Glade Spring				From:	an at ny a	1		
1201	0.07	200	R	From:	SR 91 BUS	_ <b>I</b> NA	NA	1993
1301)	0.07	200	• • •	To:	95-1313			1000
1301)	0.23	220	R	From:	93-1313	NA	NA	1993
				To:	95-1304			
				From:	SR 91 BUS			
1302	0.07	40	R	To:	D 15 1	NA NA	NA	1993
				From:	Dead End			
1303)	0.32	270	R	r toni.	SR 91	<b>IJ</b>	NA	1993
1000				To:	95-1304			
1303)	0.08	300	R	From:	73-1304	NA NA	NA	1993
				To:	SR 91 BUS			
$\overline{}$				From:	Dead End			
1304	0.03	120	R	_		NA NA	NA	1995
	0.40	450		From:	95-1301		AIA	4000
1304	0.10	150	R	To:	95-1303	□ NA	NA	1993
				From:	SR 91	1		
1305	0.17	170	R	<u> </u>	, , , , , , , , , , , , , , , , , , ,	NA	NA	1993
				To: From:	95-1307			
1305	0.15	340	R			NA	NA	1993
				To:	SR 91 BUS			
$\bigcap$	0.00	400	_	From:	95-1307		- ALA	4000
1306	0.06	180	R	-		NA	NA	1993
	0.06	60	R	From:	SR 91 BUS	NA	NA	1993
1306	0.00	00	ĸ	To:	Dead End		INA	1993
					Doug Line			

					wasnington Maintenance Area	K OK Dir		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		$\Delta \Delta M I I I I M I$	Year
Town of Glade Spring				From:	95-1306			
(1307)	0.22	130	R			NA	NA	1993
	0.00			To: From:	95-1311	N/A		4000
(1307)	0.08	200	R	To	95-1305	NA 	NA	1993
				From:	95-1310			
(1308)	0.06	120	R			NA	NA	1993
				To:	95-1311			
(1200)	0.08	1500	R	From:	SR 91 BUS	NA NA	NA	11/13/200
(1309)	0.00			To	95-609; 95-752			
(1309)	0.29	630	R	From:	93-009, 93-732	NA NA	NA	11/13/200
$\bigcup$				To:	SR 91			
$\bigcirc$				From:	SR 91			1000
1310	0.07	360	R			NA	NA	1993
	0.06	160	R	From:	95-1311	NA	NA	1993
1310	0.00	100	IX.	To	05 1214	ING.	INA	1995
(1310)	0.04	120	R	From:	95-1314	NA	NA	1993
(1310)				To:	95-1308			
				From:	Dead End			
(1311)	0.09	80	R			NA	NA	1993
$\bigcirc$	2.42			To: From:	95-1310			4000
(1311)	0.18	190	R			NA	NA	1993
$\overline{}$	0.03	200	R	From:	95-1308	NA	NA	1993
(1311)	0.03	200	ĸ	To	95-1307	INA 	NA	1993
Washington County				•				
	2.22	4 400		From:	SR 91 SOUTH	N/A		44/40/200
(1312)	0.69	1400	R			NA	NA	11/13/2001
	0.38	570	R	From:	FR-33	NA	NA	11/13/2001
(1312)	0.56	370	K	To	05 1210	INA I	INA	11/13/200
(1312)	0.25	690	R	From:	95-1318	NA	NA	11/13/2001
1012				To:	95-1317 SCL Glade Spring			
Town of Glade Spring								
	0.23	1400	R	From:	95-1317 SCL Glade Spring	NA NA	NA	11/13/2001
(1312)	0.20	1400		To:	SR 91 NORTH	INA	INA	11/10/200
				From:	SR 91			
(1313)	0.19	170	R			NA	NA	1993
				Tn·	95-1301			
	0.09	90	R	From:	Dead End	NA	NA	1993
(1314)	0.09	90	K	To:	95-1310	INA 	INA	1993
Washington County								
	0.07	400	1	From:	SR 91	<b>.</b>	NIA.	44/40/000
(1315)	0.07	120	R			NA	NA	11/13/2001
	0.12	70	R	From:	95-1316 SOUTH	NA	NA	11/13/2001
(1315)	0.12	10	ĸ	To:	95-1316 NORTH	INA	INA	11/13/2001
				From:	95-1315 SOUTH			
(1316)	0.23	120	R			NA	NA	11/13/2001
				To-	95-1315 NORTH			

					Washington Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	- K QC Factor	Dir AAWDT Factor	QW Year
Washington County				From:	95-1315 NORTH			
(1316)	0.07	130	R	<u> </u>		NA	NA	11/13/200
Town of Glade Spring				To:	SR 91 SCL Glade Spring			
	0.14	60	R	From:	95-1312 SCL Glade Spring	NA	NA	11/13/200 ⁻
(1317)	0.14		К.	To:	Dead End	INA	INA	11/13/200
Washington County				From:	Dead End			
(1318)	0.15	30	R	To:		NA	NA	11/13/200
				From:	95-1312 Cul-de-Sac			
(1319)	0.23	20	R	<u> </u>		NA	NA	1995
				To: From:	95-1316			
(1320)	0.31	110	R	From:	SR 91 NORTH	NA	NA	1995
				To:	SR 91 SOUTH			
Town of Glade Spring				From:	Dead End			
(1323)	0.12	50	R			NA	NA	1995
Washington County				To:	95-1304			
Washington County				From:	95-1402			
(1401)	0.17	120	R	To	95-664	NA	NA	11/08/2001
				From:	Cul-de-Sac			
(1402)	0.30	120	R	To:	05 1401	NA	NA	11/08/2001
				From:	95-1401 BEGIN LOOP			
(1405)	0.37	70	R	<u> </u>		NA	NA	1995
				To: From:	95-664			
(1422)	0.17	NA		FIOIII.	95-00647(B)/	NA	NA	
				To:	Cul-de-Sac/			
(1424)	0.26	180	R	From:	95-647	NA	NA	1998
(1424)				To:	Dead End			
$\bigcirc$	2.22			From:	Dead End			1000
1425	0.26	200	R	To:	95-650	NA	NA	1998
_				From:	Cul-de-Sac			
1445	0.18	130	R	To:	05 (70	NA	NA	11/08/2001
				From:	95-670 BEGIN LOOP			
(1446)	0.31	80	R	<u> </u>	BEGIN EOOI	NA	NA	11/08/2001
				To:	95-1445			
(1450)	0.07	980	R	From:	95-649	NA	NA	1998
				To	95-1453			
(1450) (1450)	0.07	690	R			NA	NA	1998
(1450)	0.19	450	R	From:	95-1454	NA	NA	1998
(1450)	0.13	700	1	To:	95-1455	INA	IVA	1990
1450	0.06	350	R	From:	/J-17JJ	NA	NA	1998
				To: From:	95-1456			
1450	0.26	150	R	To:	95-1452	NA	NA	1998
					73-1432			

					Wash	ington Mainten	ance Area							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	rucke 1Trail 2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		05.1454								
(45)	0.19	140	R	FIOIII.		95-1454			NA			NA		1998
(1451)	0.13	140		To:		95-1455			IVA			14/3		1330
				From:		95-1453								
(1452)	0.08	160	R			75 1 155			NA			NA		1998
				To:		95-1454	1							
1452	0.20	150	R	From:		75 1.51		ļ	NA			NA		1998
				To		95-1455								
(1452)	0.35	100	R	From:		75 1 105		ļ	NA			NA		1998
				To:		95-1450								
1452	0.03	30	R	From:		75 1 150			NA			NA		1998
				To:		Dead End								
				From:		95-1452								
1453	0.12	240	R						NA			NA		1998
				To:		95-1450								
$\bigcirc$				From:		95-1452								
(1454)	0.06	70	R						NA			NA		1998
<u> </u>				From:		95-1451								
(1454)	0.06	180	R				1	Ì	NA			NA		1998
				To:		95-1450								
	0.00	40	_	From:		95-1452			N.1.0			NIA		4000
1455)	0.06	48	R						NA			NA		1998
$\overline{\bigcirc}$				To: From:		95-1451								
(1455)	0.06	90	R	To:		05 1450		İ	NA			NA		1998
				10.		95-1450								
	0.18	190	R	From:		95-1450			NA			NA		1998
1456	0.10	190	K	To:		95-1452	1		INA			IVA		1990
				From:		95-648								
(1460)	0.21	120	R	<u> </u>		93-048			NA			NA		11/08/200
1400				To:		95-1461								
				From:		95-1460								
(1461)	0.07	40	R					l	NA			NA		11/08/200
$\bigcup$				To:		Cul-de-Sac								
				From:		95-1491								
(1490)	0.12	270	R						NA			NA		11/08/200
				From:		95-1492								
(1490)	0.08	250	R					i	NA			NA		11/08/200
				To:		Tennessee State	Line							
$\bigcirc$				From:		Cul-de-Sac								
(1491)	0.04	60	R	To:		05.1400		İ	NA			NA		11/08/200
						95-1490								
	0.05	70	_	From:		Tennessee State	Line		NIA			NIA		44/00/000
(1492)	0.05	70	R	To:		95-1490	1		NA			NA		11/08/200
				From:		SR 75								
(1500)	0.28	90	R			SK /3			NA			NA		11/08/200
				To:		Cul-de-Sac		<u></u>						
				From:		95-1502								
(1501)	0.06	460	R					ı	NA			NA		11/05/200
				To:		95-1503	1							
(1501)	0.27	310	R	From:		,5 1505		I	NA			NA		11/05/200
				To:		US 19								
							-							

					Washington Maintenance Area		
Route	Length	AADT	QA	4Tire	BusTruckTruck-2Axle 3+Axle 1Trail 2Trail	OC OK	Dir AAWDT QW Yea Factor
<b>Vashington County</b>				From:	95-1505	<del> </del>	
1502)	0.28	420	R		93-1303	I NA	NA 11/05/
				To	95-1508		
1502	0.43	410	R	From:	22 32 32	NA	NA 11/05/2
				To:	95-1504		
1502	0.18	450	R			NA	NA 198
				From:	95-1501		
1502	0.19	890	R	To:	US 19	NA I	NA 198
				From:	95-1505		
1503	0.54	410	R		y5-1303	I NA	NA 11/05/2
				To	95-1504		
1503	0.05	460	R	From:		NA	NA 11/05/2
				To:	95-1501		
$\overline{}$	0.40			From:	95-1502		NA 44/05/
1504	0.16	230	R	To:	95-1503	NA I	NA 11/05/
				From:	95-1502		
1505	0.18	230	R	<u></u>	73 1302	NA	NA 11/05/2
				To:	95-1503		
1505)	0.07	80	R	1101111		NA	NA 11/05/2
				To:	Dead End		
$\bigcirc$	0.44	20		From:	US 58 ALT; NCL Abingdon	NA	NA 44/05/
1506	0.11	30	R	To:	Dead End	NA I	NA 11/05/2
				From:	95-670; 95-1514		
1507)	0.08	NA			20 0.0,20 2021	NA	NA
				To:	95-1509		
$\bigcirc$	2.22	=40		From:	95-681		NA 44/05/
1508	0.06	710	R	To:	95-1502	NA I	NA 11/05/2
				From:	Cul-de-Sac	<u> </u>	
1509	0.14	NA			eur de Sue	NA	NA
				To: From:	95-1507		
1509	0.13	NA				NA	NA
				To:	Cul-de-Sac		
	0.41	100	R	From:	BEGIN LOOP	NA NA	NA 11/05/
1510	0.41	100	K		D.D. 1 00D	I NA	IVA 11/05/.
1510	0.11	310	R	From:	END LOOP	NA	NA 11/05/
1510				To:	95-692		
				From:	END LOOP		
1511)	0.19	390	R			NA	NA 11/05/2
				From:	95-1513		
1511)	0.86	420	R			NA	NA 11/05/
	0.40	040		From:	BEGIN LOOP	NA.	NIA 44/05/
1511)	0.16	810	R	To:	US 19	NA I	NA 11/05/2
				From:	95-00670(B)/	<u> </u>	
1512	0.25	NA		ш.	75 00010(D)i	NA NA	NA
				To:	Cul-de-Sac/		
$\overline{}$				From:	Dead End		
1513	0.23	130	R	To:	05 1511	NA I	NA 11/05/2
				10.	95-1511		

Route	l enath	AADT	QΔ	4Tire	Truck	C)C:	QK Dir	AAWDT QW	Year
Washington County			<b>4</b> 7		ZAXIE 3+AXIE 11rali 21	Facto	or Ractor		. cui
	0.12	80	R	From:	Cul-de-Sac	NA		NA	1998
(1514)	0.12	00	- 1	To:	95-1515			IVA	1990
(1514)	0.07	240	R	From:	93-1313	NA		NA	1998
				To:	95-670				
	0.12	140	R	From:	95-1514	NA		NA	1998
1515)	0.12	140	K	To	Cul-de-Sac			INA	1990
				From:	95-1517				
1516	0.12	NA		To:	Cul-de-Sac	NA		NA	
				From:	95-766				
1517	0.33	NA			<i>yo</i> 700	NA		NA	
				To: From:	95-1516				
1517	0.07	NA				NA		NA	
	0.68	NA		From:	95-1518	NA NA		NA	
(1517)	0.08	INA.		To:	Cul-de-Sac	INA		INA	
				From:	95-1517				
1518	0.25	NA		To:		NA NA		NA	
				From:	Cul-de-Sac           95-1521	<u> </u>			
(1519)	0.28	120	R		93-1321	NA		NA	11/05/200
				To:	95-1520				
	0.09	140	R	From:	Dead End	NA		NA	11/05/20/
(1520)	0.09	140	K	To:	05 1525			INA	11/05/200
(1520)	0.07	490	R	From:	95-1525	NA		NA	11/05/200
				To- From:	95-1523				
(1520)	0.07	510	R	rioiii.		NA		NA	11/05/200
				From:	95-1519				
(1520)	0.09	750	R			NA		NA	11/05/200
	0.18	830	R	From:	95-1522	NA		NA	11/05/200
(1520)	0.10			To:	95-647				11/00/20
$\overline{}$				From:	95-678				
(1521)	0.25	440	R			NA		NA	11/05/200
(1524)	0.07	450	R	From:	95-1543	NA NA		NA	11/05/200
(1521)	0.07			To:	95-1542			107	11/00/200
(1521)	0.07	560	R	From:	/J-1J42	NA		NA	11/05/200
				To: From:	95-1525				
(1521)	0.07	810	R			NA		NA	11/05/200
	0.00	1100		To: From:	95-1523	NIA.		NA	11/05/200
(1521)	0.08	1100	R	To	05 1510	NA		INA	11/05/200
(1521)	0.07	1200	R	From:	95-1519	NA		NA	11/05/200
		-		To	95-1522				
(1521)	0.07	1200	R	From:		NA		NA	11/05/200
				To:	95-647				
(1522)	0.27	220	R	From:	95-1521	NA		NA	11/05/200
1322)	V.Z1			To:	95-1520	IVA			. 1700/200
(1522)	0.27	220	R	To	95-1520	NA		NA 	11/0

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail		AAWDT QW	Year
Washington County				From:		1 40101		
(1523)	0.43	220	R		Dead End	NA	NA	11/05/200
				To: From:	95-1521			
1523	0.29	220	R	To:	95-1520	NA I	NA	11/05/200
				From:	Dead End			
1524	0.14	80	R			NA	NA	11/05/200
				To:	95-647			
	0.58	210	R	From:	BEGIN LOOP	NA NA	NA	11/05/200
1525	0.00	-10		To:	END LOOP	I	107	11/00/200
1525	0.22	430	R	From:	END LOOF	NA	NA	11/05/200
				To:	95-1521			
1525	0.28	140	R			NA	NA	11/05/200
				From:	95-1520			
1525	0.09	80	R	To:	Dead End	NA I	NA	11/05/200
				From:	BEGIN LOOP			
1526	0.48	130	R			NA	NA	11/05/200
_				From:	END LOOP			
1526	0.08	270	R	To:	95-647	NA I	NA	11/05/200
				From:	95-647			
1527	0.05	520	R		73-043	NA	NA	11/05/200
				To:	95-1528			
1527	0.21	350	R	110111.		NA	NA	11/05/200
				From:	95-1530			
1527	0.07	370	R	To:	95-681	NA I	NA	11/05/200
				From:	95-1527			
1528	0.09	250	R		75 102,	NA	NA	11/05/200
				To: From:	95-1529			
1528	0.06	110	R	To:	95-1531	NA I	NA	11/05/200
				From:	95-1528			
1529)	0.19	100	R		73-1326	NA	NA	11/05/200
				To:	95-1530			
$\cap$	0.10	440	_	From:	95-1527	NIA	NIA	11/05/200
1530	0.10	110	R	т	05.1520	NA	NA	11/05/200
1530)	0.06	130	R	From:	95-1529	NA	NA	11/05/200
				To:	95-1531			
$\overline{}$			_	From:	95-1528			
1531)	0.19	110	R			NA	NA	11/05/200
1531	0.07	150	R	From:	95-1530	NA	NA	11/05/200
(1531)	0.07	100	11	To	95-681; 95-9864	I W/CI	IVA	11/03/200
<u> </u>				From:	US 19			
1533	0.05	470	R	T	05.866	NA	NA	11/05/200
				To: From:	95-766			
1535	0.24	330	R		95-647	NA NA	NA	11/05/200
				To:	95-1536			

Route	l enath	AADT	ΩΔ	4Tire	Washington Maintenance Area TruckBus  2Aylo 21Aylo 1Troil 2Troil	- oc K	QK	AAWDT QW	Year
Washington County	Longur	7,7,01	•	71110	2Axle 3+Axle 1Trail 2Trail	Factor	Factor	70 W D 1 QW	real
	0.40	000	_	From:	95-1535	NIA		NIA	44/05/000
1536	0.43	330	R			NA		NA	11/05/200
	0.18	150	R	From:	95-1538	NA		NA	1995
1536	0.10	150	K	To:	Dead End	INA		NA	1995
				From:	95-1536				
1538)	0.24	280	R		70 1100	NA		NA	1995
				To:	Cul-de-Sac				
$\overline{}$				From:	95-1538 SOUTH				
1539	0.29	45	R	To:	05 1520 NODTH	NA		NA	1995
				From:	95-1538 NORTH				
1540	0.08	90	R	110111.	95-1541	NA		NA	11/05/20
1340)	0.00			To:	95-678				00, 20
				From:	Cul-de-Sac				
1541)	0.14	90	R			NA		NA	11/05/20
				To:	95-1540				
$\bigcirc$	0.40			From:	95-1521				44/05/00
1542	0.12	47	R	To:	Cul-de-Sac	NA		NA	11/05/20
				From:					
1543	0.11	60	R	110111.	95-1521	NA		NA	11/05/20
1943)	• • • • • • • • • • • • • • • • • • • •			To:	Cul-de-Sac				00.20
				From:	95-1546				
1544	0.45	110	R			NA		NA	11/05/20
				To: From:	95-1545				
1544	0.18	260	R			NA		NA	11/05/20
				To:	95-647				
$\bigcirc$				From:	95-1544				4.40=400
1545)	0.23	120	R	To:	Cul-de-Sac	NA		NA	11/05/20
				From:					
1546)	0.22	90	R		95-1544	NA		NA	11/05/20
1340)	0.22			To:	95-1544				00. 20
				From:	95-670				
1547	0.16	120	R			NA		NA	11/05/20
				To:	Cul-de-Sac				
$\widehat{}$				From:	Cul-de-Sac				
1548	0.10	80	R	To:	95-1536	NA		NA	11/05/20
				From:	Cul-de-Sac				
1549	0.26	130	R		Cui-de-Sac	NA		NA	11/05/20
1349				To:	95-1536				
				From:	Cul-de-Sac				
1550	0.18	90	R			NA		NA	11/05/20
				To:	95-647				
$\cap$	0.50	^^	_	From:	Cul-de-Sac	A 1 A		N/A	11/05/00
1551	0.50	60	R	To:	95-678	NA		NA	11/05/20
				From:	Cul-de-Sac				
1552	0.04	40	R		Cui-ue-Sac	NA		NA	11/05/20
1552)				To:	95-1551				
				From:	US 19				
1555	0.40	400	R			NA		NA	11/05/200
				To:	95-1556				

					washington waintenance Area	1				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2		QC K Factor	QK Dir Factor	AAWDT	QW Year
Washington County				From:	Cul-de-Sac	<u> </u>				
(1556)	0.24	260	R		Cui-uc-suc		NA		NA	11/05/2001
				To:	95-1555					
$\bigcirc$	0.00	400		From:	Cul-de-Sac		NIA		NIA	44/05/0004
(1557)	0.08	100	R	To:	95-1555		NA		NA	11/05/2001
				From:	95-1502					
(1560)	0.44	70	R				NA		NA	11/05/2001
				To:	95-1505					
$\bigcirc$	0.04		_	From:	Cul-de-Sac		NIA		NIA	44/05/0004
(1561)	0.04	60	R	To:	95-1560	1	NA		NA	11/05/2001
				From:	Cul-de-Sac					
(1700)	0.12	120	R		Cui de Suc		NA		NA	1995
				To:	95-869					
$\bigcirc$				From:	95-625					
(1701)	0.11	460	R				NA		NA	10/15/2001
	2.00		_	From:	95-1703					40/45/000
(1701)	0.09	390	R				NA		NA	10/15/2001
	0.07	240	_	To: From:	95-1704		NIA		NIA	40/45/2004
1701)	0.07	240	R	To:	95-1702		NA		NA	10/15/2001
				From:	95-1703					
(1702)	0.15	170	R		70 1703		NA		NA	10/15/2001
				To:	95-1701					
(1702)	0.17	140	R				NA		NA	10/15/2001
				To:	95-807					
$\bigcirc$	0.40	400	_	From:	95-1702		NIA		NIA	40/45/0004
1703	0.13	120	R				NA		NA	10/15/2001
	0.10	110	R	From:	95-1704		NA		NA	10/15/2001
1703	0.10	110	IX.	To:	95-1701		INA		INA	10/13/2001
				From:	95-625	i				
(1704)	0.06	190	R			·	NA		NA	10/15/2001
				To: From:	95-1703	<u> </u>				
(1704)	0.10	110	R				NA		NA	10/15/2001
				To: From:	95-1701					
(1704)	0.15	120	R	To:	05.005		NA		NA	10/15/2001
				From:	95-807					
(1705)	0.07	220	R	From:	95-1706		NA		NA	10/15/2001
(1705)	0.01			To:	95-1727					
(1705)	0.20	280	R	From:	93-1/2/		NA		NA	10/15/2001
(1709)				To:	US 11					
				From:	Dead End					
1706	0.15	50	R				NA		NA	10/15/2001
				From:	95-1705					
1706	0.09	120	R				NA		NA	10/15/2001
<u> </u>				From:	95-1721					
(1706)	0.03	30	R	To:	Dond En J	1	NA		NA	10/15/2001
_				From:	Dead End					
1707	0.11	60	R		Dead End		NA		NA	10/25/2001
				To:	95-1711					. 5,25,250
					<u> </u>					•

					vvas	mington Maintenance	Alea						
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tr	ail 2Trail	- QC Fa	K ctor	K Dir Factor	AAWDT	QW	Year
Washington County				From:		95-1711	Ī						
(1707)	0.08	80	R			75 1711		N	ΙA		NA		10/15/200
				To: From:		95-1708							
(1707)	0.02	180	R					٠ .	IA		NA		10/15/2001
	0.05	230	R	From:		95-1710		<u> </u>	IA		NA		10/15/2001
1707	0.00	250	- 1\	To-		95-1708	1	1	<b>1</b> /~		IVA		10/13/2001
(1707)	0.03	210	R	From:		93-1708	[	N	<b>I</b> A		NA		10/15/2001
				To:		FR-21							
$\bigcirc$	0.00		_	From:		95-1707			1.0		NIA		40/45/0004
(1708)	0.20	60	R	To		95-1707	1	 	1A		NA		10/15/2001
				From:		95-1711							
1709	0.08	150	R					, l	<b>I</b> A		NA		10/15/2001
				From:		95-1710							
1709	0.10	330	R	To:		ED 21	1	l N	1A		NA		10/15/2001
				From:		FR-21 95-1709							
1710	0.11	60	R	<u> </u>		93-1709		l .	lΑ		NA		10/15/2001
				To:		95-1707							
	0.10		_	From:		95-1709							4044=40004
(1711)	0.12	90	R	To:		95-1707	1	l N	۱A		NA		10/15/2001
				From:		US 11							
(1712)	0.40	2200	R					N	lΑ		NA		1989
				To: From:		95-1720							
(1712)	0.10	1600	R					N	IA		NA		1986
				From:		95-1713 NORTH							4000
(1712)	0.07	1200	R	<u> </u>					۱A		NA		1986
	0.13	950	R	From:		95-1713 SOUTH	ļ	<u> </u>	IA		NA		1986
1712	0.10	330		To:		95-1733	1	1	<b>4</b> /~		IVA		1300
(1712)	0.09	870	R	From:		93-1733	[	N	1A		NA		1986
				To:		95-1730 WEST							
(1712)	0.08	750	R	FIOIII.				١	IA		NA		1986
				From:		95-1730 EAST							
(1712)	0.07	730	R					١	1A		NA		1986
$\bigcirc$	0.07	200		From:		95-1732			1.0		NIA		1006
1712	0.07	290	R	. —				יו	1A		NA		1986
(1742)	0.04	190	R	From:		95-1736 WEST		N	IA		NA		1986
(1712)	0.0.			To		95-1732 WEST	1						
(1712)	0.08	220	R	From:		93-1732 WEST		N	۱A		NA		1986
				To: From:		95-1736 EAST	<u> </u>						
1712	0.08	270	R		•			١	IA		NA		1986
				To		95-1732 EAST	]						
(740)	0.21	210	R	From:		95-1712 SOUTH		l ,	۱A		NA		10/15/2001
1713)	U.Z I	210		To:		05 1720	<del></del> 1		•/~		INA		10/13/2001
(1713)	0.28	120	R	From:		95-1730		N	IA		NA		10/15/2001
		-		To		95-1735							
(1713)	0.11	320	R	From:		75 1155		<b>N</b>	<b>I</b> A		NA		10/15/2001
				To:		95-1714							

							viairiteria									
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		9	5-1714		ī							
1713	0.08	560	R				, 1,11				NA			NA		10/15/2001
				To-		95-171	12 NORTI	I								
$\bigcirc$	0.05		_	From:		9:	5-1713									40/45/0004
1714)	0.05	60	R	To:		De	ad End		1		NA			NA		10/15/2001
				From:			JS 11									
(1715)	0.13	1200	R	<u> </u>			JJ 11				NA			NA		10/15/2001
				To		94	5-1722		1.							
(1715)	0.07	860	R	From:			, 1,22				NA			NA		10/15/2001
				To:		9:	5-1716									
				From:		De	ad End									
(1716)	0.05	660	R								NA			NA		10/15/2001
<u> </u>				From:		9:	5-1715									
1716	0.10	250	R	т					1		NA			NA		10/15/2001
				To:			5-1722									
	0.48	5000	G	From:	0%	2%	JS 11	3%	0%	С	0.151	F	0.709	5300	G	2003
1717	0.40	5000	G	93%	0%			370	070	C	0.131	г	0.709	5500	G	2003
	0.80	3200	G	From: 93%	0%	2%	5-1729 <b>1%</b>	3%	0%	F	0.117	F	0.616	3400	G	2003
1717	0.00	3200	G	93 /0	0 /0			3 /0	0 /0	,	0.117		0.010	3400	G	2003
$\bigcap$	1.07	2000	G	From:	00/		5-1728	20/	00/		0.104	F	0.575	2100	G	2002
(1717)	1.07	2000	G	93%	0%	2%	1%	3%	0%	F	0.104	Г	0.575	2100	G	2003
	0.04	4500	_	From:	00/		FRM 95-1		-00/	_	0.404	_	0.700	1000	_	0000
(1717)	0.01	1500	G	93%	0%	2%	1%	3%	0%	F	0.121	F	0.709	1600	G	2003
				From:	201		RM 95-1							4=00		
(1717)	0.25	1400	G	93% To:	0%	2%	1%	3%	0%	F	0.127	F	0.705	1500	G	2003
				From:			5-645		1							
	0.62	1900	R	From:		l	JS 11				NA			NA		1993
(1718)	0.02	1900	K								INA			INA		1995
$\bigcap$	0.05	850	R	From:		9:	5-1741				NA			NA		1993
(1718)	0.03	050	ĸ	To-		De	ad End				INA			INA		1993
				From:			ead End									
(1719)	0.16	150	R			Б	ad Liid				NA			NA		1993
				To:		Ţ	JS 11									
				From:		9:	5-1712									
1720	0.17	170	R								NA			NA		10/15/2001
				To:		De	ad End									
$\bigcirc$				From:		9:	5-1706									
(1721)	0.11	100	R	To:		D	15.1				NA			NA		10/15/2001
							ead End									
	0.17	120	R	From:		9:	5-1715				NA			NA		10/15/2001
1722	0.17	120	K	To:		9:	5-1716				INA			INA		10/13/2001
				From:			JS 11									
(1723)	0.25	460	R				JJ 11				NA			NA		10/15/2001
				To-		De	ad End									
				From:		Ţ	JS 11									
1724	0.07	120	R								NA			NA		10/15/2001
				To: From:		9:	5-1725									
(1724)	0.08	20	R	FIOH.							NA			NA		10/15/2001
$\overline{}$				To-		De	ad End									
				From:		De	ad End									
1725	0.05	40	R								NA			NA		10/15/2001
				To:		9:	5-1724									

					Washington Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K	QK Dir Factor	AAWDT	QW Year
Washington County				From:	95-1724				
(1725)	0.15	80	R	<u> </u>	70 1/21	NA		NA	10/15/200
				To	Dead End				
				From:	95-1725				
1726	0.07	200	R	_		NA		NA	10/15/200
				To:	US 11				
	0.10	90	R	From:	Dead End	NIA		NΙΔ	10/15/200
1727)	0.10	80	ĸ	_		NA		NA	10/15/200
$\overline{}$	0.10	400	R	From:	95-1705	NIA		NIA	10/15/20/
1727)	0.10	100	ĸ	To:	Dead End	NA		NA	10/15/20
				From:	95-1717 WEST				
1728)	0.04	2100	R		95-1/1/ WES1	NA		NA	1993
1120				To	Dead End; Gap Terminus				
$\bigcirc$				From:	0.41 MW 95-1717 E				1000
1728	0.41	1800	R	To:	95-1717 EAST	NA		NA	1993
				Eram:					
1729	0.20	310	R	r rom.	Dead End	NA		NA	10/15/20
1729)	0.20	010		To	05 1746	14/ (		1473	10/10/20
1700	0.45	520	R	From:	95-1746	NA		NA	10/15/20
1729	0.43	320		To	95-1717	IVA		14/3	10/13/20
				From:	95-1713				
1730	0.07	90	R			NA		NA	10/15/20
				To:	95-1712 NORTH				
1730	0.28	70	R	From:	<i>ye</i> 1,121,01111	NA		NA	10/15/20
				To	95-1712 SOUTH				
1730	0.07	190	R	From:	)3-1/12 500 H	NA		NA	10/15/200
				Tax	95-1734				
1730	0.14	220	R	From:	75-1754	NA		NA	10/15/20
				To:	95-1731				
				From:	95-1730				
1731)	0.40	240	R			NA		NA	10/15/20
				To:	95-1735				
$\sim$	0.40	4=0	_	From:	95-1712 MID				40/45/00
1732	0.42	170	R			NA		NA	10/15/20
$\overline{}$				From:	95-1712 EAST				40447400
1732	0.21	180	R			NA		NA	10/15/20
	0.00		_	From:	95-1738				40/45/00
1732	0.38	260	R	To:	95-1712 WEST	NA		NA	10/15/200
				From:					
1722	0.05	40	R	110111	Cul-de-Sac	NA		NA	10/15/20
1733)	0.00			To:	95-1712	101		147 (	10/10/20
				From:	Cul-de-Sac				
1734)	0.05	50	R			NA		NA	10/15/200
				To:	95-1730				
				From:	95-1713				
1735)	0.06	250	R		22.22	NA		NA	10/15/200
				Tn·	95-1731				
	0.07	60	В	From:	95-1712 WEST	NIA		NIA	10/15/00
1736	0.07	60	R	_ —		NA		NA	10/15/200
$\overline{}$	0.44	440		From:	95-1737	AIA		NI A	40/45/00
1736)	0.14	110	R	To	95-1712 EAST	NA		NA	10/15/200
					70-1/12 EAS1				

					Washington Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		AAWDT QW	V Year
Washington County				From:	Cul-de-Sac			
(1737)	0.06	30	R		Cui-ae-Sac	NA NA	NA	10/15/200
(113)				To	95-1736			
				From:	95-1732			
1738	0.07	49	R			NA	NA	10/15/2001
				To:	Cul-de-Sac			
$\bigcirc$	0.07	400	_	From:	Dead End	NA.	NA	40/45/0004
1739	0.07	130	R	To:	95-1717	NA I	NA	10/15/2001
				From:	Dead End			
(1740)	0.25	420	R		Dead End	NA NA	NA	10/15/200°
1740				To:	95-1717			
				From:	END LOOP			
1741)	0.08	100	R	-		NA	NA	1995
$\bigcup_{i=1}^{n}$				To	95-1748			
(1741)	0.01	140	R	From:		NA	NA	10/02/2001
$\bigcirc$				To:	95-1742 EAST			
(1741)	0.34	70	R	From:	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	NA	NA	10/02/2001
				To:	95-1742 WEST			
1741	0.07	60	R	From:	75-1742 WEST	NA NA	NA	10/02/2001
				To	95-1743			
(1741)	0.08	270	R	From:	73-1743	NA NA	NA	1995
				To	95-1747			
(1744)	0.28	160	R	From:	95-1747	NA	NA	10/02/2001
(1741)	0.20		•••	To:	DECINI LOOP	1		10/02/200
(74)	0.15	260	R	From:	BEGIN LOOP	NA	NA	10/02/2001
1741)	0.10	200	• • • • • • • • • • • • • • • • • • • •	To	95-1718	147.	101	10/02/2001
				From:	95-1741 WEST			
(1742)	0.16	70	R	<u> </u>	30 17 11 WEST	NA	NA	10/02/2001
				To	95-1743			
(1742)	0.06	50	R	From:	75 1715	NA	NA	10/02/2001
				To	95-1741 EAST			
				From:	95-1741			
(1743)	0.23	40	R			NA	NA	10/02/2001
				To:	95-1742			
$\bigcirc$				From:	95-1729			
1746	0.12	110	R	To:	0.1.1.0	NA	NA	10/15/2001
					Cul-de-Sac			
	0.00	40	ь	From:	Cul-de-Sac	NIA	NIA	10/02/2001
1747	0.08	40	R	To:	95-1741	NA I	NA	10/02/200
				From:	95-1741			
(1748)	0.21	90	R		73-1741	NA NA	NA	10/02/2001
1748				To:	Cul-de-Sac			
				From:	US 58			
(1750)	0.05	390	R			NA	NA	1995
				To	95-1751			
				From:	95-1752			
(1751)	0.05	110	R			NA	NA	1995
				To: From:	95-1750			
1751)	0.45	110	R			NA	NA	1995
				Tn·	Cul-de-Sac			
$\bigcirc$			_	From:	95-1751			
1752	0.10	50	R	To:	Cul do Coo	NA I	NA	1998
				10.	Cul-de-Sac			

					Wash	nington Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Tr	ail QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Washington County				From:		05 1551	-						
(1753)	0.08	30	R	r toni.		95-1751		NA			NA		1998
1753	0.00			To:		Cul-de-Sac							
				From:		US 11							
1760	0.67	320	R					NA			NA		1995
				To:		END LOOP							
	0.76	NA		From:		Dead End/		NA			NA		
1761	0.70	IVA		To:		FR-00020(R)/	1	INA			INA		
				From:		Dead End/							
1769	0.06	NA						NA			NA		
				To:		95-01715(B)/							
$\bigcirc$				From:		95-645							
1770	0.07	240	R	To:		05 1771	_	NA			NA		1995
				From:		95-1771							
(1771)	0.56	80	R	rioni.		95-1770	_	NA			NA		1995
(177)	0.00	00		To:		95-1770 END LOOP		14/1			14/ (		1000
				From:		95-1771							
(1772)	0.09	70	R					NA			NA		1995
				To:		Cul-de-Sac							
$\bigcirc$				From:		95-1782							
1780	0.37	210	R	To:		95-645	_	NA			NA		1995
				From:									
(1781)	0.54	60	R			Dead End		NA			NA		1995
(1781)	0.0.			To:		95-1780							
				From:		95-645							
(1782)	0.77	240	R					NA			NA		1995
				To:		95-1780							
	0.00	040	_	From:		95-1802							4.4.00.1000.4
(1801)	0.08	210	R	To:		US 11	_	NA			NA		11/08/2001
				From:		Dead End							
(1802)	0.08	60	R			Dead End		NA			NA		11/18/2001
				To		95-1801							
(1802)	0.11	80	R	From:		75 1001		NA			NA		11/08/2001
				To:		Dead End							
				From:		BEGIN LOOP							
(1805)	0.38	200	R			THE LOOP	_	NA			NA		11/08/2001
				To: From:		END LOOP LOOP END							
(1805)	0.10	240	R					NA			NA		11/08/2001
				To:		95-677							
				From:		Dead End							
(1810)	0.06	50	R					NA			NA		11/08/2001
				From:		95-1815					***		
(1810)	0.25	160	R	To:		95-677	_	NA			NA		11/08/2001
				From:			+						
(1811)	0.28	90	R			Cul-de-Sac	_	NA			NA		11/08/2001
	0.20			To:		95-677	l						
				From:		Cul-de-Sac							
(1812)	0.20	60	R				_	NA			NA		11/08/2001
				To:		95-1811							

					vvao	nington Maintenance Ar					
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC K	Dir AAWDT actor	QW	Year
Washington County				From:		95-1810	1				
(1815)	0.07	150	R			93-1810		NA	NA		11/08/2001
				To: From:		95-1818					
(1815)	0.07	150	R					NA	NA		11/08/2001
<u> </u>				From:		95-1816 WEST	-				
(1815)	0.06	150	R					NA	NA		11/08/2001
	0.06	170	R	From:		95-1819		NA	NA		11/08/2001
(1815)	0.00	170	K	To:		05 101 6 F A GF		INA	NA.		11/06/2001
(1815)	0.10	200	R	From:		95-1816 EAST		NA	NA		11/08/2001
				To:		95-1817	ļ.				
(1815)	0.24	320	R	From:		70 1017		NA	NA		11/08/2001
				To:		95-677					
$\bigcirc$	0.00		_	From:		95-1817		NIA	NIA		44/00/0004
1816)	0.09	60	R	_				NA	NA		11/08/2001
	0.20	80	R	From:		95-1815 WEST		NA	NA		11/08/2001
1816	0.20	- 00		To:		95-1815 EAST		IVA	IVA		11/00/2001
_				From:		95-1818					
(1817)	0.07	100	R					NA	NA		11/08/2001
				From:		95-1816					
(1817)	0.07	230	R					NA	NA		11/08/2001
$\overline{}$	0.11	240	R	From:		95-1819		NIA	NIA		44/00/0004
(1817)	0.11	240	ĸ	To		95-1815		NA	NA		11/08/2001
				From:		95-1815	ĺ				
(1818)	0.11	80	R					NA	NA		11/08/2001
				To:		95-1817					
	0.10	100	R	From:		95-1817		NA	NA		11/08/2001
(1819)	0.10	100	IX.	To:		95-1815		INA	N/A		11/00/2001
				From:		Damascus Elem Sch					
9408)	0.15	370	R	_				NA	NA		1993
				To:		95-757					
(9409)	0.10	380	R	From:		SR 80		NA	NA		1993
9409)	00			To:		Meadowview Sch					
				From:		95-700					
9410	0.15	250	R	To:		C 11 FL C1	1	NA	NA		1993
				From:		Greendale Elem Sch 95-645					
9411)	0.15	420	R			93-043		NA	NA		1993
				To:		Wallace Elem Sch					
				From:		95-677					
9415	0.14	510	R	To:		Wataugua Elem Sch		NA	NA		1993
				From:		Rhea Valley Sch					
9416)	0.30	300	R	<u> </u>		Taren Tarrey Dell		NA	NA		1993
				To:		95-708					
$\bigcirc$		c=-	_	From:		N V Inst					100-
9680	0.20	270	R	To:		US 58		NA	NA		1993
				From:		Dead End	j				
9681)	0.10	70	R	<u> </u>				NA	NA		1986
$\bigcirc$				To:	•	SR 80					

Route	Length	AADT	QA	4Tire	BusTruckTruck	$\Omega$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Vashington County				From:	0.7.00.7	_						
	0.10	100	R	From:	95-802		NA			NA		1986
9683	0.10	100	1	To:	95-802		IVA			IVA		1300
				From:	John Battle High School	Ì						
9767	0.10	350	R	<u> </u>			NA			NA		1993
				To	0.10 ME School							
9767	0.10	980	R	rioni.			NA			NA		1993
				To: From:	0.20 ME School	1						
9767	0.40	980	R	rioni.			NA			NA		1993
				To:	US 11							
				From:	95-609							
9768)	0.13	420	R	_		_	NA			NA		1993
				To:	Patrick Henry HS							
$\sim$				From:	95-648							
9863	0.15	560	R	To:	Tr. I. D. L. G. I. J.	_	NA			NA		1993
					High Point School	<u> </u>						
	0.47	250	Б	From:	Abingdon Elem School		NI A			NIA		4000
9864	0.17	350	R	To:	95-681	_	NA			NA		1993
				From:		+						
2005	0.13	320	R		Holston High School		NA			NA		1993
9865)	0.10	020		To:	SR 91		147 (			14/1		1000
own of Glade Spring				•								
own of Grade Shring				From:	Glade Spring School							
9919)	0.25	600	R				NA			NA		1993
				To-	95-1312							
City of Bristol				From:		1						
1 Benham Rd	0.03	5100	G	94%	Island Rd 0% 0% 1% 2% 2%		0.093	F	0.616	5400	G	2003
Benham Rd	0.03	3100	G	70 To:	NCL Bristol	, 	0.033	'	0.010	3400	U	2000
				From:	State St							
2 Goodson St	0.36	3800	G	96%	0% 1% 1% 1% 0%		0.093	F	0.573	4000	G	2003
Goodson St				To:	Mary St	Ī		-				
				From:	Keys St							
5 Commonwealth Ave	0.33	4800	G	96%	0% 1% 1% 2% 0%	_ c	0.087	F	0.644	5100	G	2003
102/				To:	Pittstown Rd							
				From:	Commonwealth Ave							
6 Glenway Ave	0.42	4600	G	97%	0% 2% 0% 0% 0%	C	0.107	F	0.587	4900	G	2003
				To:	Piedmont Ave							
				From:	Commonwealth Ave							
8 Pittstown Rd	0.45	3800	G	97%	0% 1% 1% 1% 0%	_ C	0.099	F	0.651	4100	G	2003
				To:	Island Rd							
O 5	0.00	4500	_	From:	Vance St	┙ _	0.4	_	0.544	4700	_	0000
g Randolph Ave	0.22	4500	G	98%	0% 1% 0% 1% 0%	5 F	0.1	F	0.514	4700	G	2003
<u> </u>				From:	Wagner Rd	_						
Randolph Ave			_		0% 1% 0% 1% 0%	_ c	0.114	F	0.576	7200	G	2003
102/	0.51	6800	G	98%	2 ×							
102	0.51	6800	G	To:	Spurgeon Ln	_						
102				To:	Fairview St	<del> </del>	0.440	_	0.570	1000		2000
102	0.51	6800 1700	G G	To: From: 96%	Fairview St 1% 0% 1% 09	C	0.113	F	0.579	1800	G	2003
102/				To:  From:  96%  To:	Fairview St  1% 2% 0% 1% 0%  Texas St	, C	0.113	F	0.579	1800	G	2003
Rhode Island Rd	0.35	1700	G	To:  From:  96%  To:  From:	Fairview St  1% 2% 0% 1% 09  Texas St  Randolph Ave							
Rhode Island Rd				To:  From:  96%  To:	Fairview St  1% 2% 0% 1% 0%  Texas St  Randolph Ave  0% 1% 0% 0% 0% 09			F	0.579	1800	G G	
Rhode Island Rd	0.35	1700	G	From: 96% To: From: 99% To: 100 100 100 100 100 100 100 100 100 10	Fairview St  1% 2% 0% 1% 0%  Texas St  Randolph Ave  0% 1% 0% 0% 0%  Commonwealth Ave							2003
10 Rhode Island Rd	0.35	1700	G	To:  From:  96%  To:  From:  99%	Fairview St  1% 2% 0% 1% 0%  Texas St  Randolph Ave  0% 1% 0% 0% 0% 09							

					Was	hington Maintena	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol				-											
Vance St	0.13	3100	G	98%	0%	US 11Euclid Av 1% 0%	e 0%	0%	С	0.098	F	0.529	3300	G	2003
102				To-		Randolph Ave									
				From:		US 11 Euclid Av	ve	Î							
3300 State St	0.55	16000	G	97%	0%	2% 0%	1%	0%	С	0.079	F	0.524	17000	G	2003
102)				To		Peters St									
3300) State St	0.67	14000	G	97%	0%	2% 0%	1%	0%	F	0.081	F	0.519	15000	G	2003
State St				To:		Commonwealth A	ve								
<u> </u>				From:		SR 381 JB-TN									
3300	0.43	NA								NA			NA		
				To:		Edgemont Ave									
				From:		W State St									
Bob Morrison Blvd	0.45	3600	G	97%	0%	1% 0%	1%	0%	С	0.104	F	0.563	3900	G	2003
102/				To:		US 11 W Euclid A	ve								
				From:		102-3300; State St	reet								
Piedmont Ave	0.05	NA								NA			NA		
102/				To-		US 421 Gap Termi	nus								
<u> </u>	_		_	From:		Oakview Ave			_		_	_		_	
Piedmont Ave	0.15	2200	G	98%	0%	1% 0%	1%	0%	С	0.098	F	0.544	2300	G	2003
				To: From:		W Mary St									
3305) Piedmont Ave	0.15	4800	G	98%	0%	Mary St 1% 0%	1%	0%	F	0.098	F	0.554	5100	G	2002
Pledmont Ave	0.15	4000	G	90% To:	0%	Euclid Ave US 1		0%	Г	0.096	Г	0.554	5100	G	2003
				-			1								
	0.44	4000	_	From:	00/	State St	00/	00/	_	0.400	_		4400	0	0000
3307 Moore St	0.41	1000	G	97%	0%	2% 0%	0%	0%	С	0.123	F		1100	G	2003
				To: From:		Cumberland St Mary St									
Moore St	0.43	1700	G	97%	0%	2% 0%	0%	0%	F	0.093	F	0.59	1800	G	2003
3307 Moore St	0.40	1700	J	To:	0 70	Oakview St	0 70	070	'	0.000	'	0.00	1000	O	2000
				From:											
Cointieux Ct	0.07	2500	•	<u> </u>	0%	Mary St	10/	00/	_	0.000	_	0.501	2700	_	2002
Fairview St	0.27	3500	G	97%	0%	1% 0%	1%	0%	F	0.099	F	0.501	3700	G	2003
				To- From:		Massachusetts A									
Rhode Island Ave	0.37	1500	G	97%	0%	1% 0%	1%	0%	С	0.127	F	0.645	1600	G	2003
1027				To:		102-10 Rhode Islan	d Rd	1							
3308) Rhode Island Ave	0.15	1500	N	97%	0%	1% 0%	1%	0%	Ν	0.127	Ν	0.645	1600	N	2003
Rhode Island Ave				To:											
Kinga Mill Dika	0.46	4900	G	From:	00/	Hillside Ave	10/	00/		0.088		0.504	E100		2002
Kings Mill Pike	0.46	4800	G	96% To:	0%	1% 1% E Valley Dr	1%	0%	F	0.000	F	0.504	5100	G	2003
				From:		Valley Dr									
3308) Kings Mill Pike	1.12	7200	G	96%	0%	1% 1%	1%	0%	С	0.087	F	0.561	7600	G	2003
Kings Mill Pike				т											
Cinera Mill Del	0.00	7400	_	From:	00/	Old Airport Rd			_	0.005	_	0.57	7000		2002
Kings Mill Rd	0.36	7400	G	96% To:	0%	1% 1% ECL Bristol	1%	0%	F	0.085	F	0.57	7800	G	2003
<u> </u>	,		_	From:		Piedmont Ave	221		_		_		05	_	
3312 W Valley Dr	1.00	2100	G	97%	1%	2% 1%	0%	0%	F	0.107	F	0.580	2300	G	2003
				To- From:		US 11 Lee Hwy	1								
3312 E Valley Dr	0.56	7000	G	97%	1%	2% 1%	0%	0%	F	0.093	F	0.618	7400	G	2003
102				To:		Old Abingdon Pil	re .								
3312) E Vallet Dr	0.72	4500	G	97%	1%	2% 1%	0%	0%	С	0.084	F	0.555	4800	G	2003
E Vallet Dr	0.12	-000	5	31 /0 To:	1 /0	Kingsmill Pike		3 70	0	0.004	'	0.000	- <del>1</del> 000	J	2000
O Jalan J Decel	0.01			From:		102-1 Pittston R	d			A1.4			NI A		
3314 Island Road	2.01	NA		To 102 2210 W. H. D'I						NA	NA		NA		
<u> </u>				To: From:		Wallace Pike	rike								
3314) Island Rd	0.31	3900	G	93%	0%	2% 3%	2%	0%	С	0.092	F	0.574	4100	G	2003
(3314) Island Rd	0.51	5500	J	93 76 To:	U /0	US 11 Lee Hwy		J /0	C	0.032	'	0.574	7100	J	2003
						OS 11 Lee flwy	′								

					v v uo	nington Maintenance	, / (i Cu							
Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 1T		(JC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Bristol				P										
3318 Old Airport Rd	0.96	NA		From:		102-3308 King Mill Rd		_	NA			NA		
3318 Old Airport Rd	0.98	NA		From:		Bonham Rd		J	NA			NA		
3318 Old Airport Rd	0.20	NA		From:		I-81 US 11		} 1	NA			NA		
3319 Wallace Pike	0.33	2300	G	97% To:	1%	Island Rd 2% 0% 1	% 0%	C	0.095	F	0.624	2400	G	2003
Old Abingdon Pike	1.27	3100	G	From: 94%	1%		% 0%	C	0.092	F	0.590	3300	G	2003
3321) Clear Creek Rd	0.13	5200	G	From: 93%	1%		% 0%	C	0.087	F	0.551	5500	G	2003
3323) Peters St	0.28	2900	G	From: 96%	0%	NCL Bristol  W State St  1% 1% 2	% 1%	C	NA			3000	G	2003
<u> </u>	0.16	NA		To: From:		US 11 Euclid Ave 102-6 Glenway Ave		] ]	NA			NA		
9325 Piedmont Ave	U. 10	INA ————————————————————————————————————		To:		102-3312 Valley Dr Piedmont Ave		<u>1</u>	INA			INA		
W Mary St	0.45	3300	G	97%	0%		% 0%	_ с ]	0.094	F	0.503	3500	G	2003
3326) W Mary St	0.23	5200	G	97% To:	0%	Fairview St	% 0%	F 1	0.093	F	0.616	5500	G	2003
3328 102 Bonham Rd	0.32	6400	G	97%	0%	Old Airport Rd  1% 0% 1  I-81	% 0%	」 F Ъ——	0.088	F	0.500	6800	G	2003
Bonham Rd	0.45	8000	G	97% To:	0%		% 0%	с ]	0.087	F	0.535	8500	G	2003
own of Abingdon				From:		110.11								
Cummings St	0.08	7100	G	98% To:	0%	US 11 1% 0% 0 Valley St	% 0%	」 F ]	0.087	F	0.520	7500	G	2003
Valley St	0.72	11000	G	98%	0%	Russell Rd ALT 58  1% 0% 0	% 0%	С	0.093	F	0.526	11000	G	2003
3003) Valley St	0.14	7800	G	From: 98% To:	0%	Court St  1% 0% 0  Whites Mill Rd	% 0%	} F ]	0.106	F	0.519	8300	G	2003
3004 140 Tanner St	0.08	1900	G	97%	1%		% 0%	F	0.107	F	0.565	2000	G	2003
Whites Mill Rd	0.87	3000	G	From: 97% To:	1%	Valley St  1% 0% 1  New NCL Abingdon	% 0%	 	0.087	F	0.611	3200	G	2003
3005 Hillman Hwy	1.35	2700	G	97% To:	0%	US 11 2% 0% 0 ECL Abingdon	% 0%	C	0.09	F	0.583	2900	G	2003
3006 140 Tunnel Street	0.08	NA		From:		140-3005 Hillman Hwy		<del></del>	NA			NA		
				To:	95	5-740 JB-140 NCL Abing	lon	1						
City of Bristol  Chester St		400	G	From:		Glenway Ave		]	0.154	F	0.5	430	G	2003
				To:		Arlington Ave								

Route	Length	AADT	QA	4Tire	Bus			Γruck		QC	K	QK	Dir	AAWDT	QW	Year
	-					2Axle	: 3+Ax	de 1Trail	21 rail		Factor		Factor			
City of Bristol				From:		Sh	nawnee R	ld .	Ī							
Cheyenne Rd		200	G								0.113	F	0.542	210	G	2003
				To-		Sh	nerwood I	Dr								
				From:		N	Newton S	t								
Daniel St		280	G								0.128	F	0.846	300	G	2003
				To:		Tennes	ssee State	e Line								
				From:		(	Cherry Ln	1								
Jefferson Dr		440	G	_							0.126	F	0.521	470	G	2003
				To:		(	Cedar Ln									
				From:		N	Moore St									
Lester St		680	G	Tee			2 11.0				0.093	F	0.564	720	G	2003
				10:			Russell St									
D 101			_	From:		Pro	ospect Av	ve			0.444	_	0.504	00	_	0000
Pearl St		90	G	To:		A1	1:4 A		1		0.114	F	0.524	90	G	2003
							lington A									
Danier Ct		70	G	From:		Oa	akview D	)r			0.135	F	0.570	70	G	2003
Poplar St		70	G	To:		М	feadow D	١-			0.135	Г	0.579	70	G	2003
				From:												
Spring Branch Rd		50	G			0	verlake D	Л			0.109	F	0.833	60	G	2003
opining Branon ra		•		To-			Vale Dr				0.100	·	0.000	00	Ŭ	2000
				From:			Adison S	St.	1							
Woodrow Wilson Ave		NA				14.	iadison 5				NA			NA		
				To:		Мо	ontpelier	St								
own of Abingdon																
				From:		Saw	vgrass Cir	rcle								
Augusta Dr		280	G								0.092	F	0.643	300	G	2003
				To:		Wi	interham l	Dr								
				From:		P	Preston St	t								
Bradley St		1500	G	_							0.087	F	0.555	1600	G	2003
				To:			Fuller St									
				From:	-	Bogi	ie Hollow	v Dr								
Fairway Dr		520	G	To:							0.104	F	0.553	550	G	2003
							Dead End									
0.1.1111.01		44.5	_	From:		Н	Iillside D	r			0.445	_	0 =0	4.0	_	000-
Oak Hill St		410	G	To		G.	11.77	. 1 .			0.112	F	0.58	440	G	2003
				To:		Stone	ewall Hei	ıghts								